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CHINESE AFFAIRS
IN HONGKONG.

HOW THEY ARE MANAGED.

The report of the Secretary for
Chinese Affairs for the year 1919
states:

The revenue derived from
all sources during the year was
\$21,430—less than that for 1918 by
\$5,247. The decrease was mainly
due to the smaller issue of Chinese
Boarding House Licences, Marriage
Licences and to less Registra-
tion of Societies. There were
three items which showed in-
creases, viz., Emigration Passages,
Brokers' Licences, Certificates to
Chinese entering the United
States of America, and Official
Signatures.

The total expenditure was
\$32,634, as compared with \$50,117
in 1918, and fell short of the estimate
by \$4,517. The increase as
compared with 1918 was due to
stipulated increments and to the
appointment of a 3rd Class Officer
to act as Chief Assistant to
Secretary for Chinese Affairs.

Emigration.

The number of women and
children passengers examined and
allowed to proceed abroad was
\$5,550, as compared with 5,565 in
1918. During the first three
months emigration of this type
was very slack, but owing to in-
creased shipping accommodation
after the month of April it
gradually increased. During the
year only two ships went to South
Africa with women and children
passengers; one in August and the
other in September. During the
months of April and May several
batches of female and minor
emigrants proceeded to Bangkok.
Siam, were brought to this office
for examination; but after the
month of May this emigration
through this office ceased entirely.

The record of the occupations of
the women emigrants aged over
16 years as given by themselves
shows that out of a total of 5,442,
1,839 were going to join relatives,
1,161 going with relatives or hus-
bands, 302 as tailresses, 995 as
prostitutes, 682 as maid-servants
or nurses, 413 as cooks, and 103
to work in the tin mines and on
plantations. There were also 1
teacher, 1 temple keeper, 2 nuns,
and 3 repatriated by Government.

Forty-four, or 84 per cent., of the
number of women and children
emigrants were detained for en-
quiries, as against 15, or 27 per
cent., in 1918. Of these, 15 were
allowed to proceed after enquiry.
There were no applications for the
recovery of women or girls who had
emigrated. Eight women or girls
were repatriated from Singapore.
8 of them were the family of a
Singapore banished, 1 refused to
stay with her husband in Singa-
pore, 2 were taken to Singapore
under false pretences, and 2 who
went to Singapore via Amoy were
returned as suspicious characters.
They were all handed back to their
relatives or sent off to their des-
tinations. One girl who absconded
from Singapore with a man,
was found in Hongkong and sent
back to Singapore.

One woman who went to Singa-
pore as cabin passenger to join
her husband and who failed to find
him was sent back. She died of
phthisis while detained here in the
Po Leung Kuk for enquiry.

Two women and two children
were returned from Penang and
handed back to their relatives.

Four girls alleged to have been
kidnapped or decoyed away were
sent back from Bangkok and were
handed back to their relatives.

The route via Bangkok (which
is not covered by our Emigration
Ordinance) to Singapore seems to
have been increasingly utilised to
avoid the local regulations. The

regulations also do not cover
cabin passengers; and there are in
addition routes which avoid the
Colonial altogether. Cases under
all three headings have been sent
back to us by the Straits Settle-
ments, and dealt with in the usual
way.

Prosecutions under the Women
and Girls Protection Ordinance
undertaken by this office numbered
7, with 3 convictions, as compared
with 6 cases and 3 convictions in
1918.

Male Emigration, (Assisted).

Assisted Emigration to the
Straits was practically at a stand-
still throughout the year; partly
for lack of shipping facilities, but
very largely on account of the dif-
ficulties of exchange. Emigration
to Banca continued throughout
the year. The Billiton emigration
ceased during the months of June,
July, August, and October; but
was otherwise continuous. Four
batches numbering 356 coolies
were passed to go to Balikpapan to
work at the petroleum depot.
Eighty-one unskilled coolies, re-
cruited at Ningpo to proceed to
Australia to man two ships, were
examined and passed at this office
as assisted coolies. Assisted
emigration to British North
Borneo continued throughout the
year. The total number passed
was 1,353. The total number of
emigrants to the Fiji Islands was
54. They went about once a
month in small parties. Of 83
decrepits and destitutes sent back
by the Penang Government one
died on the voyage, 33 went direct
to Swatow or Amoy with through
tickets and were only brought to
this office to receive pocket money,
one was a leper and was sent
away by the Police. Four blind
coolies were sent back from Singa-
pore, and were sent home under
escort by the Tung Wa Hospital.
One hundred and eighty-nine (189)
decrepits and destitutes were re-
patriated from British North
Borneo as compared with 173 in
1918. One of these men was al-
lowed to find his relatives in this
Colony, and the rest were sent
home by the Tung Wa Hospital.

In the cold season the men were
provided in British North Borneo
with quilted clothing and blankets,
so that they would not, as was
the case in previous years, suffer
from the sudden change from a
hot to a cold climate.

Classification of Assisted
Emigrants by the language spoken
gives the following figures:-

Cantonese	6,277
Hakka	6,589
Hoklo	234
Hainanese	82
Southern Mandarin (mostly from Kwong Sai and Hunan)	562
Ningpo	81
Total	13,875

The Boarding House Ordinance.
Under this Ordinance Chinese
Boarding Houses are divided into
seven classes for the purposes of
licensing and regulation.

Class I, Chinese Hotels.—These
are run very much on the lines of
European hotels; they are licensed
for the sale of alcohol. During
the year one of these houses, the
"Tai Tung," was closed and an-
other, the "Hotel China," which
gave up business, was taken over
for the extension of the "Great
Eastern Hotel." At the end of
the year therefore there remained
only two houses, the "Great Eastern"
and the "Stag Hotel," both of
which applied for and received
fresh licences after 31st October,
1919.

Class II, First Class Hak U.—
These are the large boarding
houses which cater principally for
independent emigration and inter-
port passenger business. During
the year a new Boarding House of
this class was opened, the "Wah
Kin," which took up the premises

vacated by the "Tai Tung Hotel."
None were closed. At the end of
the year there were 17 houses, all
of which had taken out new
licences before the end of 1919.

Class III, Second Class Hak U.—
These are the small boarding
houses for independent emigrants.
The 3 boarding houses whose
licences remained under con-
sideration at the end of 1918 re-
ceived them at the beginning of
1919, and 2 boarding houses
received half-yearly licences.
During the year 2 boarding houses
were closed and one new boarding
house was opened. At the end of
the year there remained 20 of
these boarding houses with ac-
commodation for 1,349 persons.
All these boarding houses received
their licences after 31st October,
1919.

Class IV, Boarding Houses for
Assisted Emigrants.—These are
used mainly by assisted emigrants,
who may not, while staying in
Hongkong, be lodged in any other
place. During the year 10 new
boarding houses were opened, 9
of which closed in the same year.
These new boarding houses were
merely opened during the busy
emigrant seasons, as additions to
existing premises. At the end of
the year there were 14 assisted
boarding houses, all of which re-
newed their licences after 31st
October.

Class V, Ku Li Kun (lodging
houses for coolies).—764 licences
were issued, as against 476 in
1918; of these 619 were renewed
at the end of the year as against
215 in 1918. 20 convictions for
various offences were obtained
against houses of this class as
against 3 in 1918.

Class VI, Ku Kung Ngai U
(lodging houses for employees of
firms).—393 licences were issued
as against 146 in 1918; of these
294 were renewed at the end of
the year as against 32 in 1918.
2 convictions for different offences
were obtained against houses of
this class (in 1918 there were
none).

Class VII, Hang Shun Kun
(residential clubs for seamen).—
111 licences were issued as against
104 in 1918; of these 103 were re-
newed at the end of the year as
against 101 in 1918. No convic-
tions were obtained against
houses of this class (in 1918 there
were 4).

Registration of Householders.
One thousand three hundred and
ninety-four (1,394) householders
were registered as against 1,594
in 1918; of these 187 were first
registrations as against 174 in
1918. 8,957 changes of tenancy
were also notified for registration
as against 9,243 in 1918. The
number of Chinese business men
in Victoria and Kowloon offering
themselves as sureties to Govern-
ment Departments and reported on
by this office was 1,410 as
against 1,472 in 1918. One non-
resident householder was re-
quired to enter into a bond; the figure
was also one in 1918.

District Watchmen.

The balance to the credit of the
District Watchmen Fund at the
end of the year was \$34,208, as
compared with \$34,372 on January
1st. \$23,000 of the balance is in-
vested in Hongkong 6 per cent.
War Loan, and the remainder
\$11,208 deposited in the Colonial
Treasury. The total strength of
the District Watchmen Force at
the end of the year was 102, as
compared with 103 on January 1st.
The approved strength is 102.
The number of convictions se-
cured by members of the force was
184 as compared with 172 in 1918
and 113 in 1917. The Detective
Staff now numbers 23 as compared
with 20 in 1918. Police Sergeant
Murphy was seconded from the
Police towards the end of the
year to take charge of the District
Watchmen—detective staff. His

NOTICES.

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HONGKONG.

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work at once had the effect of
inspiring the men to greater
energy, and of fostering co-opera-
tion with the Regular detectives.
A marked improvement in this de-
partment may confidently be ex-
pected under the new system.

Permits.

Six hundred and ninety-one
(691) permits to fire crackers were
issued as against 709 in 1918 and
of these 471 were on the occasion
of marriage. Other permits
issued were 23 for religious
ceremonies and 9 for processions.
232 permits were issued for
theatricals, 194 of which per-
formances were held in permanent
houses and 33 in temporary
buildings.

Marriages.

The number of marriages
solemnized during the year was
142 as compared with 115 in 1918.
The number contracted at the
Registrar's Office was 15. In 1918
it was 26.

Certificates of Identity.

Thirteen certificates were issued
to Chinese to enter the United
States of America, but none to
enter the Philippine Islands. One
certificate issued was not used
and the fee was refunded to the
applicant. These certificates are
limited to Chinese British Subjects
resident in Hongkong.

British Born Certificates.

There were eleven applications
for these certificates, six of which
were granted; three were refused
and in two cases passports were
the real objects in view and were
granted. There was one applica-
tion for naturalisation; it is still
under consideration.

Tung Wa Hospital.

The work of the Hospital proper
has increased, a Maternity Ward
has been instituted, and many im-
provements have been made in the
furniture of the Wards and the
regulation of the staff. Outside
the Hospital work, the most
serious problem that arose was
the rice shortage. The Committee
loyally supported Mr. Ho Kwong,
who devoted his whole time to
dealing with it; and in an
astonishingly short space of time
sheds were built, all details ar-
ranged, and congee was being
distributed. The free distribution
was however soon found to have
its own disadvantages and the sale
of cheap rice took its place. The
effort was in keeping with the best
traditions of the Hospital, and the
Committee and their Chairman
are to be congratulated on the
result. Much work was done in
connection with education to
which purpose it has become the
practice to devote the surplus
funds of the Man Mo Temple; and

arrangements are well forward
for a large extension of the free
school accommodation on the
vacant ground at the back of the
Temple. The balance sheet for
the first time is made according
to the European calendar, and the
re-arrangements referred to in
last year's report have been
carried out. The result seems a
satisfactory simplification of the
account; though it is still a ques-
tion whether the adoption of the
European calendar will be accept-
ed finally by the Chinese Com-
munity. The expenditure was
\$180,482 as compared with \$99,126
in 1918 and \$102,523 in 1917. Last
year's figure includes special
items of \$32,859 for the purchase
of property, \$15,007 for the
erection of a pier at the Mortuary,
and \$11,067 for repairs. The rise
in the cost of living has also been
responsible for increases in other
items, such as salaries and wages.
The total income was \$179,909,
as against \$115,796 in 1918; and
the year's working showed a small
loss.

The total number of in-patients
admitted during 1919 was 6,726 as
compared with 6,239 in 1918 and
5,093 in 1917. Of these 2,956 or
43.8 per cent. (as against 35.10
per cent. in 1918) elected to be
treated by European methods.
The out-patients numbered 140,271
as against 129,769 in 1918
(130,834 in 1917), and of these
20,949 or 15 per cent. (as against
7.83 per cent. in 1918) chose
European treatment. The number
of surgical operations performed
was 226 as compared with 207 in
1918. There were also 109 eye
operations performed as against
42 in 1918.

Kwong Wa Hospital.

The work of the Hospital again
showed an increase during 1919.
In all 3,212 patients were admitted
(as against 2,696 in 1918) of whom
1,854 or 58 per cent. (as against
43 per cent. in 1918 and 46 per
cent. in 1917) came under
European treatment, while 1,343
elected to be treated by Chinese
methods. The total number of
out-patients treated was 35,392 as
against 33,085 in 1918, and of
these 25,000 elected to receive
European treatment. This gives
a percentage of 70.6 as against
65.3 in 1918 and 67.3 in 1917. The
total net expenditure of the Hos-
pital for 1919 was \$42,563 as
against \$32,595 in the previous
Chinese year. Salaries and wages,
food for staff and patients, and
repairs and furniture all show
increases; and the whole work of
the hospital has grown. Further
exact comparison with the pre-
vious year however is difficult as
the change from the Chinese to

(Continued on Page 3.)

DOINGS OF THE DUFFS.

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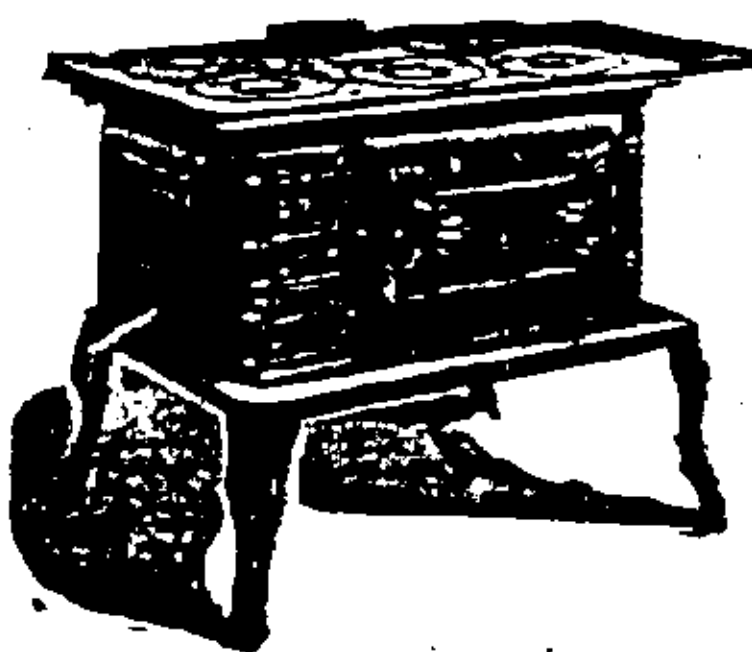
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EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

ROBBERY FROM SHIP'S STRONG ROOM.

Shanghai, August 17.

A sum of \$410,000 in gold coin was abstracted from the strong room of the steamer Nile en route from Nagasaki to Shanghai. Entrance to the treasure deck was made through a manhole in the bunkers. One iron bar across the door was sawed and a padlock broken. There is no other trace. The bulk of the big treasure shipment was untouched.

EARLIER TELEGRAMS.

DISORDERS IN IRELAND.

London, Aug. 15.

Anti-military disturbances occurred in Dublin on Saturday evening. Soldiers were thrown off tramcars and maltreated. A few were thrown into the Liffey, while a military patrol of fifty men was fired upon. The patrol fired twenty rounds over the heads of their assailants. A sinister fact in connection with the outbreak is that it reveals new anti-military hostility by the civilians of Dublin. The latter have hitherto not been actively antagonistic. The new spirit is pregnant with alarming possibilities. In view of the widespread and serious nature of the disorders, it is a surprising fact that no casualties are reported.

Stonethrowing and revolver shooting simultaneously occurred in Londonderry, necessitating the calling out of an armoured car. The military dispersed the rioters by rifle fire and a bayonet charge. In the course of the riots six persons were held up and beaten, and were removed to hospital. At Tralee in Kerry four constables were fired on and two of them were wounded. At midnight military stores and wagons at Tralee station were destroyed by incendiaries, while the offices of three Tralee newspapers were set afire and gutted. Considerable firing in the streets was reported. On Saturday morning a sensational affair occurred near Banteer (Cork). The military guarding a damaged aeroplane were attacked by armed civilians and fierce fighting ensued. One soldier was killed and one wounded. It is believed that four of their assailants were killed and three wounded.

A communique from Dublin military headquarters declares that the assaults upon soldiers were evidently carried out on a prearranged and systematic plan. Individual unarmed soldiers were knocked down and dragged off tramcars and kicked when on the ground. One soldier who was thrown into the Liffey was gallantly rescued by an ex-soldier.

HIGH-HANDED GERMAN WORKMEN.

Berlin, Aug. 15.

A Silesian newspaper reports that German workmen held up a number of French troop trains in the vicinity of Ratibor, proceeding to Upper Silesia, sidetracking them, establishing guards and demanding that during the Russo-Polish war Allied troop movements cease. The workers threaten to enforce their demands.

MONEY ORDERS.

HONGKONG POST OFFICE
REPORT.

In his annual report, the Post-

master General says:-

The year under review witnessed

the phenomenal rise in the price of

silver, forcing up exchange from

10s. 4d. at the beginning of the year,

to 21s. 2d. per dollar in the middle

of December. It was threatening

the flow of inward money orders

from Gold Countries and caused

much consternation amongst the

Chinese families who are in receipt

of remittances from abroad, and

who now obtained only 5s. 6d. in

exchange for the pound Sterling.

The wide divergence between the

parity value and the current rate

of the sovereign in the United

States money market caused great

anxiety to this Office as the settle-

ment of all balances from gold

dollar using countries was fixed at

\$1.87 per £1, payable by bills on

London. Gradually the rate fell

to \$2.77 per £1 and as the balances

were invariably in favour of this

Colony, no time was lost in rectify-

ing the system of liquidation of

accounts. Although the Money

Order Service with the Philippines

was temporarily suspended from

25th October until the 1st January,

1920, satisfactory arrangements

with all countries were concluded

and the basis of accounting for

balances due was fixed in accord-

ance with the unit of the currency

exchanged. Notwithstanding this

universal disturbance in the

currencies of the world, the volume

of business in Hongkong, aided by

an increase in the issue of sterling

orders on the United Kingdom, has

resulted in a net increase of

£10,109, 13s. 0d. over the transac-

tions of 1918. During the year 15

telegraphic orders, amounting to

£403,581, 0s. 0d., were received and 39,

amounting to £721, 0s. 0d., were

despatched, as against 21 for £501,

0s. 0d. received and 38 for £609,

CHINESE GIRLS.

WORK OF THE PO LEUNG
KUE

The report on the work of the Po

Leung Kue for the year 1919 states

that the number of inmates on

January 1st, was 53, and during

the year 475 were admitted as

against 336 in 1918. 167 women

and girls were committed under

warrant, and 210 were admitted

without warrant. Of the remain-

der 63 were lost children, 29 were

accompanied by parents or guar-

dians, and 44 were runaway, and

servants. On leaving the Kue 176

women and girls were restored to

husbands or other relatives, 34

were sent to charitable institutions

in China, 19 were given in adoption,

13 married, and 3 released under

bond. No cases were sent to the

Fyre Refuge, Italian Convict, or

Victoria Home. The number of

inmates remaining in the Kue on

December 31st was 62.

The balance to the credit of the

Society at the end of the year was

\$23,305 as compared with \$21,977

at the end of 1918.

The institution was visited

monthly by Justices of the Peace,

Messrs. A. Mackenzie and Chan

Siuk-ki, who on no occasion found

cause for adverse comment. The

average monthly number of inmates

was 55.

The matron reports favourably on

the conduct, health, and industry

of the inmates during the year.

There were 70 cases of sickness of

which 25 were sent to the Tung Wa

Hospital for treatment, and of these

one died.

In China precluded the increased

issue here of Local Postal Notes

which declined from \$40,452.25 in

1918 to \$34,001.00 in 1919.

CHINESE CORRESPONDENCE.

During the year this section

handled 2,065,899 ordinary letters,

93,097 other articles, and 6,940

postal hong packets as against

1,005,540 ordinary letters, 100,497

other articles, and 7,055 postal

CHINESE AFFAIRS
IN HONGKONG.

(Continued from Page 2.)

The English year involves an overlap of a month and a half. \$20,000 of the Government grant of \$25,000 to local Chinese Charities was allocated by the Committee to the Kwong Wa Hospital to make good the loss of revenue from the ferries; this in addition to the annual direct grant of \$3,500. These payments have cleared the Hospital's debt to the Tung Wa Hospital, and left a balance of \$1,989 on the year's working. The further \$10,000 in hand in the credit with the Tung Wa Hospital was voted by the whole Community out of the surplus of the cheap sale of rice fund for the purpose of building a new pulmonary diseases ward.

General.

Under the terms of the Deportation Ordinance, 1917, reports were furnished on 366 suspects arrested by the Police under warrants of detention. The number in 1918 was 214.

The first payment of an annual grant of \$25,000 to Local Chinese Charities was made by the Government in 1919. This sum is in addition to other grants specially allocated, and is made partly by way of compensation for the loss of income which is now paid directly to the Government. The grant is administered by a Committee of the two members of Legislative Council, two members of Sanitary Board, a representative of the Tung Wa Hospital and one of the Po Leung Kue, under the Chairmanship of the Secretary for Chinese Affairs. The Committee's allocation this year was:-

Kwong Wa Hospital	\$20,000
Sham Shui Po Chinese Public Dispensary	3,000
Kowloon City Chinese Public Dispensary	2,000
	\$25,000

SANITARY BOARD.

CLEANSING OF SERVANTS' QUARTERS.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon. Mr. G. R. Sayer presided and there were present: Dr. W. W. Pearce (Medical Officer of Health), Dr. W. V. M. Koch, Col. Humphrey, Dr. F. M. G. Ozorio, Messrs. Chow Shou-sun, S. W. Tso and C. M. W. Reynolds (Secretary).

An amendment to the Regulations made under the Cremation Ordinance No. 5 of 1914 was passed.

Sergeant Eccleshall, N.A.M.C., was appointed a second class Inspector, while Inspector Simmons was granted three months leave.

The Chairman intimated that the Medical Officer of Health wished to make a public statement on the cleansing of servants' quarters.

Dr. Pearce said he desired to draw the attention of householders to the neglect many of them showed in not keeping their servants' quarters, such as the latrine, clean, and also their neglect in not providing proper receptacles for night-soil. In talking about the complaints recently a friend of his expressed surprise that the Government did not undertake to keep servants' quarters clean. He (Dr. Pearce) wanted it to be understood that every householder was responsible for the cleanliness of his servants' quarters. As the Colony's population was continually changing he thought it was advisable to make a public statement now and then.

This terminated the business.

ARMEN IN THE BULL-RING.

Madrid, July 1.—An original bull-fight took place to-day at the Vista Alegre Plaza in aid of a fund for the widow of Captain Collier, the English airman who was killed in an accident at Saragossa in April. The "swords" in this fight were four armen, a Spaniard, a Frenchman, an Italian and an Englishman. The bull were small and young, but games. The inexperience of the toreros resulted in the agony of the animals being unduly prolonged, except in the case of a bull killed by Captain Truelove, the British airman, who dispatched his adversary with one stroke. The enthusiastic spectators demanded that the bull's tail and ears be given to him, but he threw these blood-stained trophies to the crowd, somewhat to its astonishment.

NOTICES.

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MILD, MELLOW, MATURED.

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WORRY YOU, BY INSTALL-

ING THESE LIGHTS WHICH

ARE DUST AND INSECT

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UNION ENGINEERING

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Chater Road, York Building.



CHURCHILL AND RUSSIA.

"A.G.G.'s" VIEWS.

The document which Mr. Walter Meakin has brought back from Russia, rouses a political issue more momentous than any presented to this country in our time, says "A.G.G." in the *Daily News*. It is possible that the document will be repudiated, or doubted as to its authenticity. Apart from the copy which has fallen into Mr. Meakin's hands it is known that another copy of it was found, among Koltchak's papers. As to its contents they bear every internal character of veracity. They are a record sent by Lieut. Col. Golovin to M. Sazonoff in May of last year of the Colonel's visit to London in order to obtain British support for the Judenitch campaign against Russia. They report his negotiations with Mr. Churchill and show:

(1) That the War Secretary, while publicly declaring that his only purpose was the evacuation of Archangel, was secretly using that operation as a disguise for supporting the attack on the Russian Government.

(2) That under the pretence of withdrawing combatants he was substituting for inefficient French and American soldiers physically fit and highly trained British soldiers.

(3) That he was covertly getting the consent of the British Parliament to the expenditure of twenty-four millions on a war to which Parliament had given no sanction and the fact of which was denied.

(4) That it was at least suggested to him that the Red Cross agency might be used as a cover for his adventure.

(5) That he was in the closest intercourse with Koltchak.

(6) That he was doing all this, not only without the authority of Parliament, but so conscious that it was contrary to the feeling of the country that he made positive stipulations for concealment.

HOW IT BEGAN.

The importance of the document is that it provides, for the first time, proof from the other side of the conspiracy in which Mr. Churchill was engaged, in which there was overwhelming evidence that he was engaged, but the fact of which was always concealed under every form of mendacious excuse and denial. What was the conspiracy? It was to involve this country, without Parliamentary sanction or public approval, in a war behind its back. He succeeded. To this day we have not declared war on Russia, but for over a year Mr. Churchill has been waging a furtive, speaking, dishonourable war on that country with British money, British material and British lines.

There has never been so colossal an act of treason against the nation in our annals. It is well to remember how it became possible how a war on behalf of Russia was stealthily converted into a war against Russia and carried on in the teeth of public opinion and in defiance of every consideration of public honour.

The key to the mystery lies in that city of many war memories, Archangel. During the closing stages of the war, when it seemed that the Germans might reach Petrograd and the White Sea, an expedition was sent to Archangel to protect our base there and secure our only available sea route into Russia. As the war closed, and the Allies, under the influence of M. Pichon and the French, took up a policy of definite hostility to the Soviet Government, that expedition became involved in a war on Russia. It was nominally a defensive war; in fact, it was an offensive war. It was a war against the *de facto* Government of Russia in the interest of the monarchist faction. The aim was to penetrate into Russia, link up with the attack of Koltchak from Siberia, which in turn would link up with the attack of Denikin in the South, and with pressure on the West from the Poles, complete the encirclement of Russia, destroy the revolution, and deliver the country into the hands of Koltchak and the Monarchists.

THE FIRST FAILURE.

That was the genesis of this squalid adventure. If it had succeeded, Mr. Churchill's career as a political gambler would have had its first triumph. But Mr. Churchill's "gambles" always fail, and this was no exception to the rule. The Americans would have nothing to do with this war on Russia, and withdrew their men from Archangel, and public opinion at home as the spring of 1919 advanced became so hostile that Mr. Churchill was compelled to bow to the storm and promise evacuation.

From the document now published we have the measure of his good faith with the public. We see him secretly negotiating with the agent of the rebels against the Russian Government, promising unlimited money and unlimited armaments, discussing plans of operations with Sir Henry Wilson, the Chief of Staff, providing for a special war mission to Judenitch, proudly ranging himself under the banner of Koltchak, and doing all this while telling his fellow conspirator that he must preserve secrecy because British public opinion would not tolerate armed intervention.

THE SECOND PHASE.

Meanwhile, the hoodwinking of the public proceeded with impudent effrontery. Questioned in the House of Commons on July 30 last, Mr. Churchill declared that the Government policy in Russia was dictated solely by the desire to liquidate, as soon as possible, the commitments of the war, and that all efforts were being directed to clearing up and clearing out. Almost every day that followed gave the lie to this declaration. There followed even in the Archangel sector the gallant offensive of General Sadeir-Jackson's brigade, the fierce engagement at Yemza, the raid by British vessels on the shores of Lake Onega. The imposture of "relief" was exposed by Lieut. Colonel Sherwood Kelly, V.C., who took a battalion of volunteers out only to discover that the relief was a mask for an ambitious offensive campaign, entailing useless loss and suffering on troops that had already made incalculable sacrifices in the great war. He came home and publicly denounced the scandal. Further south, a large British naval force was employed and the military harbour of Kronstadt was forced and a number of Russian ships sunk. In the Baltic provinces we were arming, clothing, equipping, and feeding tens of thousands of Letts, Finns and Estonians, giving them guns, tanks and motor transport, providing them with military missions and instructors to organise them into armies. All this was done at our expense without a penny of help from any Ally.

MORE ADVENTURERS.

And when this phase of the shabby war fell through, when Estonians made peace with the Soviet Government and when the wretched Koltchak collapsed in Siberia, Mr. Churchill concentrated all his effort in backing Denikin (for whom he had got a K.C.B.), who began laying waste South Russia and destroying the granaries that would have fed starving Europe. And when the Denikin bubble was pricked the unteachable gambler took up another adventurer, Wrangel, in the Crimea, and, later, after the usual denials supplied by Mr. Bonar Law, it was found that Mr. Churchill's guns, ammunition and aeroplanes were at the service of the Poles in the attack launched against Russia two months ago, just when it seemed that at last the wild cat adventures had ended. The Polish raid (which, if it had succeeded, was to have been the signal for other formidable attacks) has broken down like the rest, and it is not improbable that in next month or two the Russians will be in Warsaw. They must be getting tired of merely smashing up these pasteboard attacks, and must be tempted to act on the offensive.

They are quite able to do so, for the Churchills, Fochs, Pictons, and the rest have done for the Russian revolution what the conspiracy of Kings did for the

French revolution. They have converted it into a formidable fighting machine, from which, if the Allies pursue their present policy much longer, some Napoleon may emerge, as he emerged from the attempt to crush the French revolution.

THE CASE OF MR. CHURCHILL.

But the question for the public that arises from the events I have referred to and the document now published is what is to be done with Mr. Churchill. It is clear that for over a year he has been carrying on a war against a friendly country, intriguing with its domestic enemies and its external enemies, supplying them with money and arms and doing all this without the sanction of Parliament or the approval of the public. For a year he has hoodwinked the country, telling it that we were clearing up and clearing out, while he was committing us to some new adventure's cause. He has gambled away 130 millions of our money at the most moderate estimate, much more probably 200 millions. Throughout he has never changed his purpose. We see that in the case of Poland, as long ago as Feb. 20, 1919, he was preaching the creation of a strong Poland and a belt of border States as a means of dominating Russia on the one side and Germany on the other. In the pursuit of that policy (the French policy), Poland's lands are desolate, its credit broken, its wealth all poured out into making an army of a million men. That army has now had its fluster, and is flying back home, carrying the typhus with it. The latest of Mr. Churchill's grotesque adventures has ended in the usual failure.

But though the latest, do not let us suppose that it is the last. There will be no end to this treason until Mr. Churchill is suppressed and dealt with. I know nothing of constitutional law; but if the facts of the past year, coupled with the revelation published to-day of the conspiracy with the Russian rebels, do not constitute a case for impeachment then it is difficult to see what protection is left to the British public against the most reckless duplicity that any political adventurer chooses to employ against the State.

SOME CONSEQUENCES.

One thing is, I think, certain. There will be no protection from the Government. They will not impeach Mr. Churchill nor will they dismiss him. And that for the reason that though he is the author of the policy that has shamed the country and done so much to ruin Europe he has carried it out with the full knowledge of Mr. Lloyd George, who having no policy and living from hand to mouth, is the creature of any crazy idea that promises success. And so while he has coquetted with the Soviet to assure his friends that he is still a Liberal he has given Mr. Churchill a free hand for his adventures. If by some miracle one of them succeeded he would have won another war and if they failed he would have his negotiations with the Bullitts and Krasnins to show that he was always really in his heart of hearts wishing for peace. That Mr. Churchill has, as in the Dardanelles case, fortified himself against individual attack is evidenced not only by the fact that he remains in office after every failure, but by his own words. Speaking at the Department Minister, to the best of my ability, the policy which I have received from the War Cabinet.

But though the question of what is to be done with Mr. Churchill is not likely to be settled now it will remain outstanding for settlement by others. It will assume increasing gravity as the price of the Russian policy becomes manifest. We know something of that price already. But it may well be that we are only at the beginning. The papers last evening contained the announcement that Marshal Foch and Sir Henry Wilson, that ominous pair of shadows that haunts the Supreme Council and largely dominates its decisions, had had a conference in regard to the flying Poles. In a few days

THE EX-KAISER.

A PERVERTED SYMPATHY.

Admiral Sir Cyprian Bridge writes to the *Times*:—Are we on the eve of an agitation in favour of the ex-German Emperor? There are signs of the approach of something of the sort. Quotations from books recently published—suggesting that William of Hohenzollern was really a "pathetic" figure, whose good intentions were always being over-ruled by the stronger minded militarists of Potsdam—have found their way with interesting frequency into the newspapers. The lawyers seem to have discovered that the ex-War Lord of Prussia and Germany has committed no indictable offence. The precedent, apparently, is drawn from the case of the personage who—because he stole the common from the goose and not the goose from the common—was allowed to go off with impunity. Had the ex-Emperor emptied a revolver into the head of a single Belgian peasant woman, or had he slain with poison as a single French or British citizen, we could at least make him stand his trial. Because there were hundreds and thousands of such homicides perpetrated by the forces of which he was the position seemed to be worth having—persistently and even arrogantly claimed to be the All Highest authority and the supreme War Lord, we are now to accept, as though it were established, his complete innocence. The "glorious uncertainty" of international law can, evidently, give points and a beating to the similar characteristics of English law.

In William of Hohenzollern's case it is more than excusable to feel sympathy for fallen greatness. His last act was one of mere vulgar desertion from an army in the field. He, whom we are now being told to regard as a well-meaning soldier with no will of his own, had, anyhow, "savvy" enough to see that a great military crash was coming, and, as they used to say in California when I know it in its early days, he promptly "put for" the conveniently adjacent territory of a neutral.

One of the advantages of belonging to a navy—not shared by our brothers-in-arms of the forces—is that if you commit an offence against the articles of war you are, as provided for by convention, liable to arrest in a foreign country. The ex-Emperor liked to pose as "The Admiral of the Atlantic"; could not he be run in under that designation? That is, if we have not sense enough to leave him alone altogether.

MUNICIPAL DANCES PROPOSAL REJECTED.

A proposal to hold municipal dances next season provoked a lively discussion at a meeting of the Hull City Council. Letters were read from ministers of all denominations pointing out the demoralising effect of modern dances, and appealing to the Corporation to restrain rather than to stimulate prevalent sexual excitement. The Council finally rejected the proposal by 27 votes to 12.

We many expect to hear that chivalry and loyalty compel us to send an army to their rescue. Having egged the Poles on to their miserable fate, having supported them with French officers and British guns, we shall be told that we cannot desert them in their misfortunes.

And so we pass from one phase of this illimitable tragedy to another. But the material cost is nothing, compared with the moral catastrophe that is involved—a catastrophe which is destroying our good name and our reputation for plain dealing in every country, and not least in India and the United States, and which is driving Germany and Russia into a community of suffering and a community of revenge for the future to harvest.

THEATRE ROYAL.

Thursday & Friday, August 19th & 20th.
The original and distinguished Company of London Artists.

THE QUANTS.
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including the eminent comedian R. B. Salisbury.
Booking at MOUTRIE'S.

NOTICE.

The General Agents and Consulting Committee have this day declared an Interim Dividend of \$15: per share, payable to Shareholders on the Register on the 14th August 1920. Dividend Warrants will be payable on the 21st August 1920.

The Transfer Books of the Company will be closed from the 14th to 21st August 1920, both days inclusive.

JARDINE MATHESON & CO. LTD.
General Agents,
CHINA SUGAR REFINING CO. LTD.
Hongkong, 10th August, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University.
Tel. No. 732. P.O. Box 593.
Principal
JOHN P. JONES, B.Sc., M.E. Min.
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.
New Session has now commenced.
Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.
Private tuition can also be had in these subjects.
Prospectus on application.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From SAN FRANCISCO.

The Steamship

"ELKHORN"

Having arrived from San Francisco via ports on 18th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godowns Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 24th August, 1920 by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns and cargo undelivered on and after 25th August, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building,
12, Des Voeux Road Central,
Hongkong, 17th August, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES.

REPLIES AWAIT BOX No. 411

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August 1920, commencing at 12 o'clock (noon) (for account of the concerned)

at their Sales Rooms, Duddell Street,
Salved from the s.s. "Chiyo Maru"

3 Bollers
dimensions
length 11' 8"
diameter 16' 2"
weight about 55 tons
now lying at the Taikoo Dockyard

Order for inspection may be had on application to undersigned.

LAMBERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920, at 12 o'clock (noon)

at their Sales Rooms, Duddell Street,
(for account of the concerned)

The Wreck of the
S.S. "CHIYO MARU"
as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMBERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 19th August, 1920, Commencing at 11 a.m.

at Cooper & Co's godown, Tin Lok Lane, Wanchai
(for account of the concerned)

150 Bales Gunnies "Blue Striped" 28 x 40 (24 lbs.)
(stored in the above godown)

150 Bales Gunnies "Blue Striped" 28 x 40 (24 lbs.)
(stored in Kowloon godown)

Terms: Cash on delivery.

LAMBERT BROS.
Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMBERT BROS.
Duddell Street.

MESDAMES.

LES MODES GINETTE,
DE LA MAISON C. BONNARDEL.

Most of the large selection of Hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to France, will sell the rest of this dainty new stock to the Ladies of Hongkong at cost prices.

HOURS 10 a.m. to 1 p.m.
4 to 6 p.m.

ALSO BY SPECIAL APPOINTMENT
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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"PROMETHEUS" 24th August London and Hamburg
 "PROTESILAUS" 31st August London, Amsterdam & Hamburg
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ALCINOUS" 19th August Havre and Liverpool
 "BELLEROPHON" 21st August Genoa, M'las L'pool & Glasgow
 "RHESUS" 4th Sept. Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'las L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 20th August Victoria, Seattle and Vancouver
 "TALTHYBIUS" 5th Sept.
 "TYNDAROS" 6th October

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

HOMEWARD PASSENGER SERVICE

"ALCINOUS" 19th August for Liverpool via Havre
 "MENTOR" 21st September for London direct
 "STENTOR" 5th October for London direct
 "TEIRESIAS" 26th October for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "LALE FARMINGDALE"
 From RANGOON via PENANG,
 SINGAPORE AND SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on August 22nd at 10 a.m. All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after August 23rd will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

AS OPERATORS; U.S. SHIPPING BOARD.

Hongkong 16th August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

S.S. "WEST NERIS"
 From SAN FRANCISCO via
 HONOLULU, YOKOHAMA,
 KOBE, and SHANGHAI.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on August 23rd at 2 p.m. and August 24th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and cargo undelivered on and after 20th Aug. 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 17th August, 1920.

CONSIGNEES.

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG AND
 ROTTERDAM.

The Steamship

"SWAZI"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous Godowns of extra hazardous Godowns of Holsa Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 13th August will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 20th August 1920, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 12th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents,
 Hongkong, 6th August, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SEATTLE

The Steamship

"GREENLAND"

having arrived from Baltimore via ports, on 17th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd August, 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 24th inst. will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
 Agents.

1st floor, I. O. W. Building,

12, Des Voeux Road Central.

Hongkong, 17th August, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

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Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 H.P. to
 50 H.P. now in stock
 also spare parts.

Works ... Tel. K.21.

Manager ... K.329.

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Telegrams "SEYBOURNE."

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. B.

S.S. "WEST CADRON"

having arrived from San Francisco and ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns. All goods remaining after August 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 18th August, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"M. S. DOLLAR"

having arrived from Vancouver, B. C. via ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Monday, August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns. All goods remaining after Aug. 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 18th August, 1920.

SHIPPING.

HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
 and
 Amsterdam, Rotterdam, and Hamburg, Bremen

FOR ROTTERDAM AND HAMBURG.

S.S. "TORX" Beginning of September.

FOR AMSTERDAM AND HAMBURG.

S.S. "BAARN" September.

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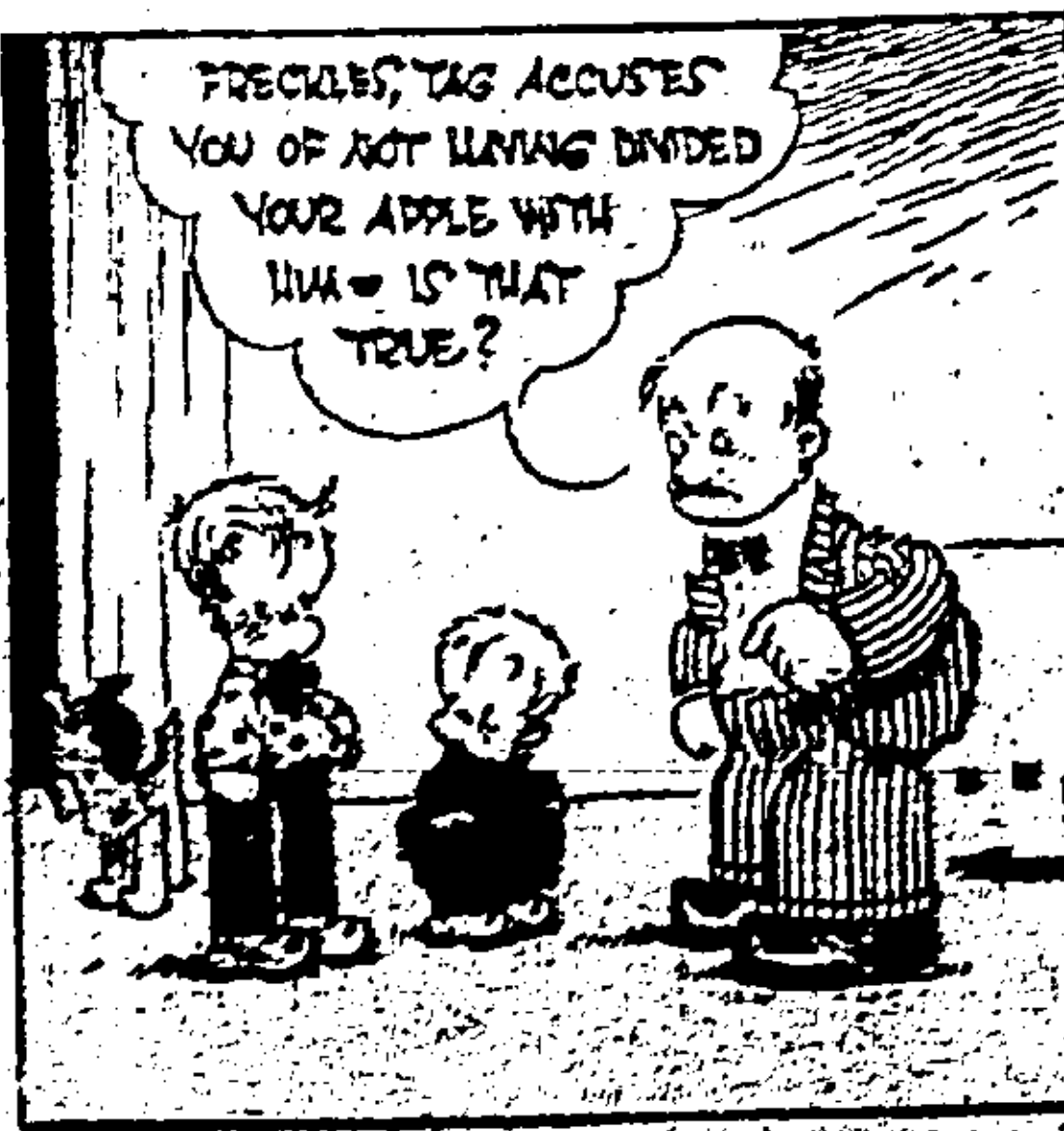
A White Paper (Cmd. 789) was issued recently containing a memorandum on the financial resolution for the Pensions (Increase) Bill, providing for increasing pensions in the cases of retired civil servants, elementary school teachers in England and Scotland, national school teachers in Ireland, members of the Royal Irish Constabulary, and Dublin Metropolitan Police, and employees of any police, local or other public authority.

The proposed scale of increases is as follows:—50 per cent. on pensions not exceeding £50 a year; 40 per cent. on pensions exceeding £50 and not exceeding £100, for unmarried, or £130 a year for married persons; and 30 per cent. for pensions exceeding £100, but less than £150 a year for unmarried persons, or exceeding £130 a year, but less than £200, for married persons. The maximum pension, with the increases, is to be £150 for an unmarried and £200 for a married person. The cost to the Exchequer for such increases is estimated at £850,000 for the first year.

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BIRTHS.

WALKER.—At 50 Nathan Rd., Kowloon, on 13th August, the wife of Ellis Walker, Douglas Steamship Co., a son.

WEYLER.—At No. 11, Chatham Road, Kowloon, to Mr. and Mrs. H. Weyler, twin daughters (one stillborn).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 18, 1920.

EASTERN AND WESTERN METHODS.

It is possible, in more ways than one, to observe how Western ideas and customs are being adopted by Chinese who are brought into close and fairly constant contact with foreigners. Not only in matters of dress and ways of living but in many more important departures, the value of Western methods is becoming increasingly apparent to the native mind. This process of adoption must, necessarily, be somewhat slow, for the Eastern mind has many centuries of custom and precedent to overcome and the prejudices of the Chinese against change of any sort are well known. But change is taking place, and very valuable and interesting confirmation of that fact is contained in the annual report of the Visiting Medical Officer of the Tung Wah Hospital, for 1919. Dr. McKenny's report provides very entertaining reading in other respects, but the figures he gives relating to Eastern and Western treatment of the patients are decidedly illuminating.

In the first place it is made clear that the patients themselves choose whichever of the two forms of treatment they may desire. The practice of the institution is that all cases (in-patients) are diagnosed by a staff trained in European methods and that the diagnosis is then confirmed or rejected by the Visiting Medical Officer. It is then quite open to the patient to choose, and if Eastern methods are chosen they are not in any way interfered with provided they do not endanger public health and sanitation. Dr. McKenny says that "to the credit of the Eastern practitioner it must be stated that he frequently refuses to treat conditions in which he believes Western methods to be more successful." Of a total of 7,002 in-patients, 3,764 were treated by Western methods and 3,238 by Eastern methods, or a percentage of 53.7 as against 46.3. True, there is not a large margin in favour of Western treatment, but when one compares the figures for 1911 (61.4 for Western as against 68.6 for Eastern) one gets a very good idea of the progress that has been made in convincing the Chinese of the superiority of Western treatment. Regarding that superiority there can be no question, for other figures are given in the Report showing that the deaths among patients treated by Eastern methods were at the rate of 36.1 per cent, whilst the death rate among patients treated by Western methods was only 19.8 per cent. One would think that such facts as these had only to be known amongst Hongkong Chinese for practically all of them to choose Western treatment. But the fact that they do not is a very good illustration of the weight of prejudice that the Western practitioner has to break down. In cases where a specific remedy for the disease is known the mortality is as 11:27 compared with Eastern medicine where there is a specific remedy known, and as 7:10 where a specific remedy is not known; these figures being almost the same as those of last year. In the out-patient department there is a different tale to tell, there being no fewer than 119,322 cases treated by Eastern methods and only 20,949 by Western methods. Approximately 84 per cent. of the out-patients received Eastern treatment. This has been the proportion for several years past, and the report adds:—"It is highly improbable that the proportion will seriously change till an increase of staff and general equipment is obtained." Apart from the fact that staff and equipment needs enlarging, the foregoing figures are eloquent testimony to the rooted objection which so many Chinese have to the use of anything but the old-fashioned Chinese methods.

There are many things which Western practitioners can learn from their Eastern fellow professionals, but there is not a shadow of doubt that Western methods are slowly and surely superseding the ways of the Eastern medics. In such important matters as house construction, sanitation and general cleanliness, the Chinese—or rather those who are sufficiently near the Coast to come under Western influence—are beginning to adopt better practices than their forebears, and the time is undoubtedly approaching when we shall see a very much greater degree of acceptance. With medical missions and Christian hospitals doing work inland and with the European hospitals of the Coast Ports there must inevitably be brought to bear an influence that will result in a very beneficial change in the general health of the Chinese race. It was once said that the men of the West had brought all their evils to the East and little of what was good, but if they have brought nothing else than medical science they have brought a valuable agency for the amelioration of human suffering. As China absorbs the teachings of the West in this vital matter of health so will she increasingly qualify to occupy the high position among the nations of the world that is hers by almost every natural right.

NOTES & COMMENTS.

WHY THE SILENCE?

We are beginning to wonder when we are likely to hear again of the activities of the Public Works Committee in regard to the housing problem. It will be recalled that the whole of the Unofficial members of the Legislative Council were appointed to this Committee, to which the whole question of housing was left for investigation. Just about two months ago, the Committee's first report on the matter was laid before the Legislative Council and made public, this having reference to the deliberations and recommendations of the Committee at a meeting held in February last. Many important points were dealt with in that report, including the suggested removal of the King's Park Rifle Range and the development of the Park for residential purposes. Now, what we want to know is whether the Committee has met since that time; if so, how far further matters have been taken; and when we may expect to see another report made public. There has been a rather ominous silence for some time, and it's about time it was broken. The Unofficial members of the Council are supposed to represent the public. They have been clamouring for control in the Council Chamber, and they have managed to secure it at any rate on the Public Works Committee. But with what results? None that have developed for the public welfare that we can see. If they are in earnest on this housing question, which they themselves have admitted to be one requiring urgent attention, why do they not let the public, their constituents, know what is happening? Have they deliberated since February? If so, what have they recommended to the Government? The public wants to know.

LOANS FOR BUILDING.

There is another aspect of this housing problem upon which we wish to say a few words. We refer to the promise of the Government to advance loans for those willing to build, regarding which a Committee including a majority of non-officials was formed for the purpose of dealing with and reporting upon applications. The Hon. Mr. Lowe asked a question on this subject in June last, when he was informed that up to May there had been 32 applications received, 23 of which were in respect of private residences. It was added that the Committee recommended that no advance should be made in respect of private residences the cost of which exceeded \$20,000 or to persons who had not resided in the Colony for five years. But, most disappointing of all, was the statement that owing to great pressure of work in the colonial Secretariat then (June 24) no application in respect of private residences had been dealt with. What we should like to learn now is whether this tremendous pressure has eased off and whether any loans to individuals as distinct from companies. When the idea of Government loans was first decided upon, it was officially stated that individuals would be able to secure accommodation from the Government as well as companies. We have heard of numbers of cases in which efforts have been made by residents to avail themselves of this promise, but we have not heard of one in which anybody has secured an advance. But we have heard of several disappointments at the Government's attitude, and of assistance freely rendered to estate companies. What does this mean? That the larger interests have again triumphed over the rights of the individual? It looks very like it.

UNOFFICIAL APATHY?

When we turn over in our minds the silence of the Unofficials on the general housing question, and their giving of preference to land-owning companies in the matter of loans, we begin to ask ourselves whether the public can, after all, expect very much from these gentlemen who are never tired of assuring us that they wish to serve the community's interests. If it is too much to say that they are unduly susceptible to influence from what may be termed the vested interests, it certainly is not stretching the point to say that they are just as slow to act as the Officials. Call it apathy, the "maskee" spirit, or what you will—there are the facts. And in both the one aspect of this housing question and the

DAY BY DAY.

WHAT MAKES THE STRENGTH AND POWER OF A COUNTRY IS THE NUMBER OF GOOD MEN AND WOMEN IN IT.—Ruskin.

There was a clean bill of health in the Colony yesterday.

News has been received in the Colony to the effect that two severe earthquake shocks were felt at Swatow on Monday at 6 a.m.

The August Criminal Sessions have been adjourned till Monday morning at 10.30, as the Full Court is now sitting hearing appeals.

Owing to the inclement weather the Cinema Show which was to take place to-night at the Club de Recreo is postponed till next Saturday, the 21st inst.

We are informed by the China Mail Steamship Company, Ltd., that, owing to unavoidable delay, the sailing of the s.s. "Nanking" has been postponed to Saturday, August 21st, at 12 Noon.

At Queen's Road East yesterday motor car No. 15 ran into a ricksha but fortunately, with no injuries to the coolie. One wheel of the ricksha was smashed as the result of the impact.

Whilst at work on the s.s. "Nanking" yesterday a Chinese painter accidentally missed his footing on the ladder on which he stood, and fell into the hold. The man was killed instantaneously, and his body was removed to the Tung Wah Hospital.

Traffic on the tram lines near the Western Market was suspended for some time last evening, at about 5.30, whilst repairs were effected to the overhead lines. It appears that the breakage of a stay wire caused the feeder line to sag. It was noticed in time for repairs to be promptly effected.

Alterations having been completed to the building, the Hongkong Electric Company is moving into its new and commodious offices at Duddell Street. Accommodation is provided for a big show window in which is displayed in tasteful fashion various electric apparatus stocked by the Company.

We have received from the Holland-China Trading Company a sample of the well-known Philips daylight lamp. This is eminently suitable for silk and cotton goods stores, because under the light of this lamp, shades and colours are the same as in broad daylight. The lamps are obtainable at all electric stores in 100 and 200 candle-power.

For using grapplings and drags within the harbour limits for the purpose of lifting articles from the bed thereof yesterday, the master of a fishing boat was this morning fined \$2 by Commander C.W. Beckwith, R.N., Marine Magistrate. P.C. Stott said that last evening while on patrol in the harbour and when near the Naval Anchorage he saw the defendant pulling up a net. He went alongside the boat and found a basket of coal in the boat. The defendant stated he was only fishing. The net and the coal were ordered to be confiscated.

STEAMER SOLD.

"WA ON" FETCHES \$45,000.

By order of the mortgagee, the Chinese steamer "Wa On" was sold this morning by auction at Messrs. Lammer Bros' sale-rooms in Duddell Street. The reserve price was \$25,000 and after a brisk bidding the steamer was knocked down to Mr. Wu Hai Tong (comprador of Messrs. Butterfield and Swire) for \$45,000. The "Wa On" is 149 feet long and is registered at Canton. She is at present lying on Samsui.

other, it must be remembered that the Government cannot be saddled with the whole blame, for our Unofficials have accepted the responsibility of advising the authorities on the matter. All of which makes us think that Unofficial rule may after all be no whit better than government by Officials.

AVIATION NOTES.

[BY "METEORITE"]

In last week's Aviation Notes it was stated in error that the information that the Italian aviators Masiaro and Farrarin would not land in Hongkong on their return to Italy from Japan came from the Italian Consul. It should have been stated that the information came from an assistant at the Italian Consulate. The information, thus secured, however, turns out to be misleading. The aviators travelled by the Lloyd Trestino "Pilsna" which touched at this port before proceeding to Singapore.

On Sunday last Captain Ricou started out on his first flight to Shanghai from Macao, and general interest was aroused in the fact that an unexpected hitch in the arrangements for the supply of gasoline en route caused him to be marooned at Pagoda Anchorage. Everything had been taken to ensure the supply of fuel at this port, and it was a great disappointment to the aviators that, when they arrived at the place, they found no gasoline ready for them. The flight was intended to be completed in ten hours, which would have been practicable but for this hitch in the arrangements. As Captain Ricou says: "It was rotten luck, and we can sympathise with him in his disappointment that what would have proved to be a notable feat had to experience a check from an unexpected quarter. I see from the *Morning Post* that travelling with Captain Ricou were Mr. Mallory as pilot, Mr. Broady, flight mechanic, acting as observer, and Mr. F. van Oudenhoven as mechanic. The machine they used was of H. 15 type, having a total wing spread of 90 ft. and 46 ft. from nose to end of tail. She is equipped with two Liberty motors of 680 h.p. each and is capable of carrying a load of twelve passengers. The cruising speed of this machine is 60 to 70 knots per hour and her present gasoline tank capacity is for four and a half hours run.

I note that Captain Ricou is interesting himself in the aeroplane market of China, a field which has been already assumed by the Handley Page Vickers, Curtiss and other Companies. The following appears in the *London and China Express*:—"It is stated from Paris that the Under-Secretariat of State for Aeronautics has for some time been occupied with the question of the future of French aeroplane constructors in China, whose case has been ably set forth by Capt. Roques, Air Attache at Peking, and M. Ricou who is anxious to establish regular air services in China. The Government now announces that it is ready to aid French constructors, through the intermediary of the Societe Nationale Aeronautique, by selling them material now in China which was originally intended for Russia. Two French companies, the Economic Organisation Bureau and the Compagnie Franco-Colombienne, are studying the possibility of sending representatives to China, and two other firms are contemplating the sale of machines to Chinese enterprise.

Not without bearing to the foregoing is the proposal by the Chinese Ministry of the Navy to devote a sum of \$6,400,000 to the purchase of a huge fleet of aeroplanes. This sum is to be realised in a loan from America and considering the keen competition between English and American aviation concerns, it is not improbable that the purchase of American machines only will be made one of the conditions of the loan. As many as 150 aeroplanes are proposed to be purchased in this deal, which has no precedence in this part of the world. It would be interesting to be informed where all the pilots for these machines are forthcoming.

Affecting to some extent the time taken for the dispatch of mails to Hongkong and the Far East is the recent action by H.B.M.'s Postmaster General who has made modifications in the timetable of the air mail service to Paris. As from the 12th May there would be two dispatches a day instead of one, and from that date also the air mail was to accept for transmission and delivery postal matter, other than parcels, not intended for express delivery, but for ordinary delivery. The 9.30 a.m. dispatch will benefit chiefly letters posted overnight—whether in London or the provinces—for Paris. The 4.30 p.m. dispatch will benefit chiefly letters from London for Paris and beyond, letters for places beyond Paris obtaining from 13 to 24 hours' acceleration. The Postmaster-General's notification on the subject concludes by saying that the 9.30 dispatch on Fridays will normally connect with the mail dispatched from London the previous evening for Egypt, Aden, and East Africa, India, Ceylon, Straits Settlements, Hongkong and in certain weeks, Australia. The passenger services are also rearranged according to the same schedule, and newer and faster machines are being put on service, so that it is expected to reduce the normal flying time between London and Paris to two hours.

The text of a British Government Bill to give effect to the provisions of the International Convention on Aerial Navigation signed in Paris last October has just been issued. There is a Memorandum prefacing the Bill, which sets forth that it is intended to apply the principles of the Convention not only as respects the cases to which it specifically relates, that is to say international flying, but also to internal flying in the British Islands. The Bill is intended to repeal all existing laws relating to aerial navigation, which will in future be governed by the principles adopted by the Convention and applied by the present Bill.

One of the most interesting points in the Bill is that it sets at rest the old controversy regarding aerial trespass. It has been gravely argued that ownership of land extends also to the air as far as the limits of the atmosphere. If that were accepted as a principle of law, it would of necessity follow that aircraft flying over private property would be guilty of trespass and proceedings would lie against their owners and pilots. The question has never been settled by the courts, probably because no one has been sufficiently pigheaded to take the necessary proceedings at law. It is a practical certainty however that unless the law were made absolutely clear it would not be long before litigation was undertaken, by somebody with a fancied grievance, and while that might be good for the lawyers it would not be helpful to aviation.

The new Bill settles the matter once for all, since Clause 9 lays down that:—"No action shall lie in respect of trespass or in respect of nuisance by reason only of the flight of aircraft or by reason of the ordinary incidents of such flight, so long as the provisions of this Act and any Order made thereunder and of the Convention are duly complied with; but where material damage or loss is caused by an aircraft in flight, taking off, or by any person in any such aircraft or by an article falling from any such aircraft, to any person or property on land or water, damages shall be recoverable from the owner in respect of such loss or damage, without proof of negligence or intention or other cause of action, as though the same had been caused by his wilful act, neglect or default, except where such loss or damage was contributed to by the negligence of the person by whom the same was suffered. It will be noticed that the Bill does not deal with the actual question of the ownership of the air, but gives a species of indemnity for its use by aircraft.

Several lawyers attended the Police Court this morning in connection with the case in which seven Chinese were charged on remand with breaking into a godown at No. 10, Mallory Street and stealing therefrom a valuable quantity of printer's ink. Mr. B. L. Potter appeared for the prosecution, Mr. C. F. Mason and Mr. A. E. Hall each secured two clients amongst the prisoners, whilst Mr. Leo d'Almeida was for "an interested party." Altogether it promises to be an interesting case in which legal arguments will be freely used. A motion for a reduction of the bail fixed at a previous hearing on the ground of his client's limited means was made by Mr. Mason and promptly supported by Mr. Hall in the interests of his own clients. It met with a refusal from the Magistrate, who wanted good reasons for the application. After some discussion as to the date, the case was adjourned to be heard on an afternoon.

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FIGHTING NEAR SWATOW.

TROOPS BEING RUSHED TO "THE FRONT."

That there is serious unrest in the adjacent province of Kwangtung is made clear from a report received by a Hongkong firm which has a branch at Swatow. This report states that fighting has commenced between rival factions some thirty or forty miles from Swatow, and that troops are being rushed to "the front." The news of this fighting is very conflicting, but important developments are expected in Swatow within the next few days.

OTHER REPORTS.

We learn from another source that the rumours of the Canton Government's intention to attack Foukien with Chung King-ming's force are becoming more definite. But not a word in respect of the matter is contained in any of the Canton papers—whether they are prohibited from mentioning the proposal or are afraid to do so is not known.

From information collected from the passengers who arrived at Hongkong from Amoy yesterday it appears that the mobilisation order had already been issued by Chang King-ming and that the transport troops and ammunition is being actively carried out daily. Most of the officials have transferred their families and valuables from Amoy and Chuchow to Hongkong. It is said that fighting had already commenced in the Yiu Ping district but the result is not known.

A report received this morning from Swatow states that fighting commenced on the 16th inst., between Canton and Foukien troops.

MARTIAL LAW.

According to to-day's *Canton Times*, the vernacular press reports that since martial law has been proclaimed in Amoy, vessels carrying imports will be prohibited from entering the harbour at night. Foreign vessels, however, are being permitted to enter the port at any time of night, whatsoever.

IRRERULAR BURIAL.

OF CREMATED REMAINS

A rather unusual charge was brought before Mr. N. L. Smith this morning, when Sanitary Inspector Allan charged an Indian named Ahmadjee with unlawfully interring the cremated remains of his late friend, Hoesa Khan, in a grave dug outside the authorised limits of the Mohammedan Cemetery.

The accused pleaded that he did not know the exact limits of the Cemetery. The burial, which was participated in by himself and a number of friends, was not carried out under his directions. In evidence, Inspector Allan stated that the grave in question was situated 20 feet outside the boundary. There was exhibited on the wall a notice which stated that it was illegal for graves to be dug outside the indicated boundaries.

It was impossible now to exhume the remains, owing to the cremation, and the only question under decision was to fine the delinquent, who had already been warned by the sexton but had taken no notice of the advice. A fine of \$5 was inflicted.

STOLEN INK.

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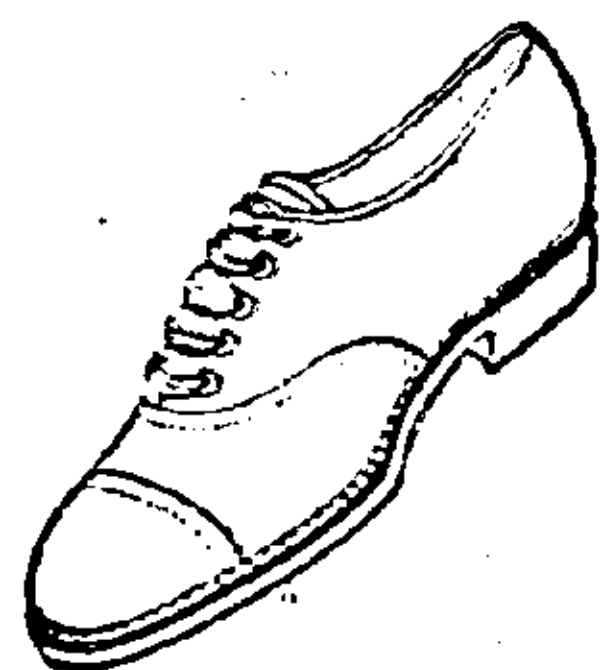
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THE V.R.C.

ENJOYABLE NIGHT FETE.

A slight drizzle somewhat reduced the number of spectators at the second aquatic night fete at the Victoria Recreation Club last night. This was out of proportion to an unprecedentedly large number of contestants who were out to beat records in so far as the standard set at the last meeting allowed. Since the highly successful event held last month the officials have introduced some improvements into the programme amongst which was a Six Lengths Challenge Race and a novelty item in a dress race for ladies. Both of these events were well-supported, and it speaks much for the sportiness of the fair sex that they responded to the call so well that the latter race had to be divided into three heats. The Services Team Race was represented by men from the 2nd Battalion of the Wiltshire Regiment, the R.G.A., the H.K.S.B.R.G.A., and H.M.S.S. Moth and Magnolia. The team from the Indian Garrison was composed entirely of officers, but the honours for this event went to the R.G.A.

In the Six Lengths Challenge Race, which proved easily to be the most popular event, there was witnessed an exciting tussle between four competitors, who, with the exception of G. Jack, were all swimmers in the Harbour event of last year. From a level start, J. R. Johnstone quickly assumed the lead with two seconds advantage, and this advantage he maintained until the commencement of the final length, when D. Lyons forged ahead of him. With G. Jacks and D. Laing in the rear, and out of the attention of the spectators, the race in the last length practically resolved itself into a tussle between Lyons and Johnstone. In spite of superhuman efforts, Johnstone was unable to recover his lead, and at the conclusion Lyons justified the view of his supporters that he was slightly the better man by coming in first. That it had been a very close race was seen from times registered which showed that Lyons won by a second. The times were 1.44.2/5 and 1.45.2/5 respectively.

The handicap introduced into the Two Lengths Handicap for Girls was somewhat of a farce. By the time Rosebud Young went at the count 46, the lead-

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

NOT FOR SALE.

Sir—I have just read in your issue of Monday, 16th, instant an article headed "Haiphong News," relating a purported proposal of sale to America of the French Colony of Tonkin.

I believe a contradiction of such a wild statement should be scarcely of any use, since the readers of your esteemed paper will have realised at once the true value to be attached to this piece of news.

Such a dream is borne out of the fertile imagination of some foreign publicist, and only in the "Tea Houses" can it be taken seriously. It merely serves the purpose of supplying data for a sensational campaign in the local native Press.

Tonkin is indeed one of the most valuable Colonies of France. Even if a mere bareland, a country where the foundation of order and Western civilisation has cost something more precious than weighty gold is neither for sale nor for exchange.

Yours etc.,

X. X.

Hongkong, Aug. 18, 1920.

ing competitor was well towards completing the race.

The following are the results.
Four lengths handicap (members): 1. D. Lonan; 3. F. M. R. Pereira.

Two lengths handicap (girls): 1. Miss D. Chen; 2. Miss D. Spanton.

Two lengths handicap: 1. Remedios; 2. Leach.

Six lengths challenge race: 1. D. Lyon; 2. J. Johnstone.

Services team race (two lengths): 1. R. G. A.; 2. H. M. S. S. Magnolia.

One length dress race (ladies): 1. Miss Ramsey; 2. Miss Jennings.

Ladies' two lengths handicap: 1. Miss Wheeler; 2. Miss Windbank.

High dive: 1. D. Laing; 2. Corporal Ewing.

Water Polo: Winner M. L. Raiton's team with four goals to one.

The prizes were given away in the Gymnasium and it was well after midnight before the meeting broke up. During the evening a string band contributed to the general enjoyment by the rendition of a number of popular selections.

NEW EPOCH IN MOTORING.

ELECTRIC TRANSMISSION.

The introduction into this country of the Crown Magnetic car fitted with the Entz system of electric transmission (says a *Times* writer) marks an epoch in motoring development and may even prove to be the beginning of what Americans call a "land-slide" in the transmission of power from the engine to the road wheels of a motor-car.

The Entz electric transmission was brought out in America about five years ago, installed on a car named the Owen Magnetic, but for obvious reasons progress had to be abandoned. Since the war, however, the Owen Magnetic has been taken up again with great energy, and now the same system of transmission has been introduced on the Crown Magnetic car. That some improvement is demanded on the crude system of the mechanical change-speed gear-box is clearly recognized by everyone who has given any attention to the subject. The only wonder is that the system has survived so long. Even the original designer, M. Levasor, was aware of its defects, as shown by his historic comment, "C'est brutale, mais ça marche."

In spite of the improvements that have been made in the detail construction of the gear-box and wonderful quality of steel now available, the system of mechanical gear changing remains the most out-of-date portion of the whole mechanism of a car; it is not in keeping with the high-class engines and other components found on a modern chassis. But an electric transmission system properly worked out is capable of much more than this; besides the gearbox it can replace the clutch, the flywheel, the dynamo, and the starter; it can provide an additional brake without frictional contact, and, if desired, can furnish the current for ignition.

It should be clearly understood that the Entz system which we are now considering has nothing to do with what is known as an electric vehicle. In the latter the power is stored in a large battery, which has to be charged up from some independent source, the range on one charge being strictly limited. In the Entz system the power plant consists of ordinary petrol engine exactly as on any orthodox car; it is the method of conveying this power to the wheels of the car which is so remarkable and interesting.

Stated as briefly as possible, it may be said that the transmission consists of two dynamo machines which replace the flywheel, the clutch, the gearbox, the dynamo, and the starter of an ordinary system. The two electric machines are mounted in line in the position usually occupied by the clutch and gear-box, and take up about the same amount of room. The forward machine is called the "clutch-generator," since it combines both of these functions and only acts as a motor in starting the engine. The field magnets are fixed to the engine, taking the place of the usual flywheel. The rearward machine is called the motor, as its chief mission is in that capacity, although it also works as a dynamo and charges the battery when the car is running on "top." The armatures of both machines are fixed to the propeller shaft.

The action of the Entz transmission as a whole may be compared to an imaginary car having no gear-box, but fitted with a clutch capable of being slipped indefinitely without damage. In such a case great heat would be generated, and if this could be caught up and made use of to assist in turning the shaft by some other machine situated further back the analogy to the Entz system would be very close. The latter, however, generates electricity instead of heat, and this electric current is made use of in the motor to help in turning the shaft. The amount of slip in the clutch-generator is controlled by the driver, and this action corresponds to changing the gear ratio. In the high-speed position all the current generated by the forward machine is used for converting itself into a magnetic clutch, so that the drive is direct from the engine through this magnetic clutch to the propeller shaft.

RUNNING EXPERIENCES.
It may be thought that there is something abstruse or extraordinary in these machines; but from an electrical point of view they present nothing at all out of the common, no principle which is not made use of in commercial work all over the world. Com-

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AMERICAN HISTORY.

FOR OXFORD UNIVERSITY

pared to a high-tension magneto they are simple in the extreme. How do these principles work out in practice? The experience of a short run from London in the Crown Magnetic car may be recalled. The first difference one notices is the absence of any noise in the starter; in a London street it is in fact impossible to tell when the starter is in operation. To start the car moving no fumbling with clutch pedal or gear-lever is required; instead, the control lever (like a somewhat overgrown throttle lever on the steering wheel) is advanced one step, and on pressing down the accelerator pedal the car gathers way smoothly and silently. Similarly through second, third, and fourth positions, after which high-speed position is reached, where all power is being transmitted through the elastic medium of the magnetic clutch. The control may be compared to an imaginary car in which the gears can be changed freely up or down without de-clutching, no mental effort on the driver's part being required, so that he may concentrate his whole attention on the exigencies of the traffic, the convenience of such driving in crowded streets being undeniable. The "cushioning" effect of the magnetic clutch on top speed position is distinctly noticeable, and at the end of this run the impression left on the mind was accurately summarized by a lady passenger—"like a steam car without the clouds of steam."

Various "stunts" of which the car is capable were demonstrated, including climbing over a kerbstone 3in. high, standing on a hill without the application of a brake, and crawling noiselessly at such a speed that the movement can hardly be detected. No hills more severe than those about Hampstead were encountered, and these gave no trouble, intermediate speed positions where used being just as silent as top position, since no gears are employed.

EASE OF CONTROL.
Commenting on the foregoing article, our Motoring Correspondent writes—

An extended trial in hilly country, during more than half of which I drove the Crown Magnetic car, bears out your correspondent's opinion of the ease with which this remarkable car is controlled. Although I had had no previous experience of the car, except as a passenger during a short run in America last year, I found no difficulty whatever in driving over hilly and twisting roads and through traffic, and I felt completely at home with the control within half a mile of taking over the car.

The point which was impressed upon me by the agents in New York was the reliability of this very ingenious system, two cases at least being quoted to me of purchasers driving these cars across the Continent to San Francisco without experiencing trouble of any kind due to the transmission. As your correspondent points out, the system is well nigh as simple as it can be, and it is undoubtedly due to this that the car enjoys a valued reputation in the United States, where reliability and absence of complication are rated very highly.

DIED-PLAYING TENNIS.

While playing in a tennis tournament at Cobham, Surrey, recently, Edward Cawston, of Leigh Court, 54, a well-known local resident, was seized with illness, and died on the ground.

AMERICAN HISTORY.

FOR OXFORD UNIVERSITY

In Convocation, a decree has been proposed by the Warden of Wadham College gratefully accepting the offer of Lord Rothermere of £20,000 for the establishment and endowment of a professorship of the History of the United States in memory of his son, Captain the Hon. Harold Vyvyan Harmsworth, formerly commoner of Christ Church, who was killed in the war.

The Warden said he supported the statue on the ground not only of sentiment but also on the ground of international friendship between England and the United States, and further because Lord Rothermere's gift filled a gap in the history teaching of the Universities. The essence of the proposal was that American history should be presented to English audiences by an American, and it was hoped that a similar chair or chairs might be founded for English history in America.

Mr. H. W. B. Joseph (New College) said he was reluctant to oppose the decree, but he did so mainly on the ground that the Nominating Board contained no expert elector. He would have liked to see the Regius Professor of History an ex-officio elector. He objected also to the provision that the founder and his family, particularly his family, should remain hereditary electors for all time, and generally to the predominance of the American element, the American Ambassador having the casting vote and therefore the ultimate decision.

The Regius Professor of History (Professor Firth) supported the decree.

The President of Magdalen said that while he had not been in favour of having the election entirely with an American majority there was ample provision for the voice of Oxford to be heard.

The decree was passed without a division.

On the motion of the Senior Proctor a decree was passed accepting with gratitude the sum of about £2,000 from Captain Philip L. E. Walker and Captain Cecil F. A. Walker, Prince Gardens, London, together with the balance of the benefaction of the late Philip F. Walker and such other sums as may be added from time to time to be applied towards the establishment and maintenance of a studentship in pathology.

The President of Magdalen proposed that the name of the Dyson Perrins laboratory should be given to the laboratory of organic chemistry endowed by Mr. Charles W. Dyson Perrins.

The decree was unanimously passed.

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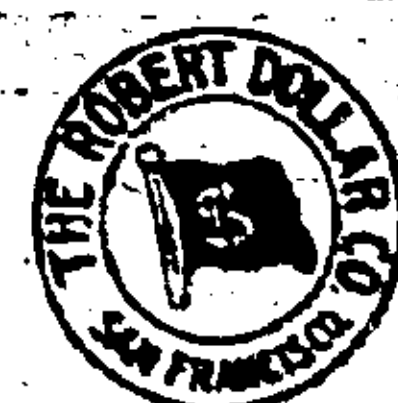
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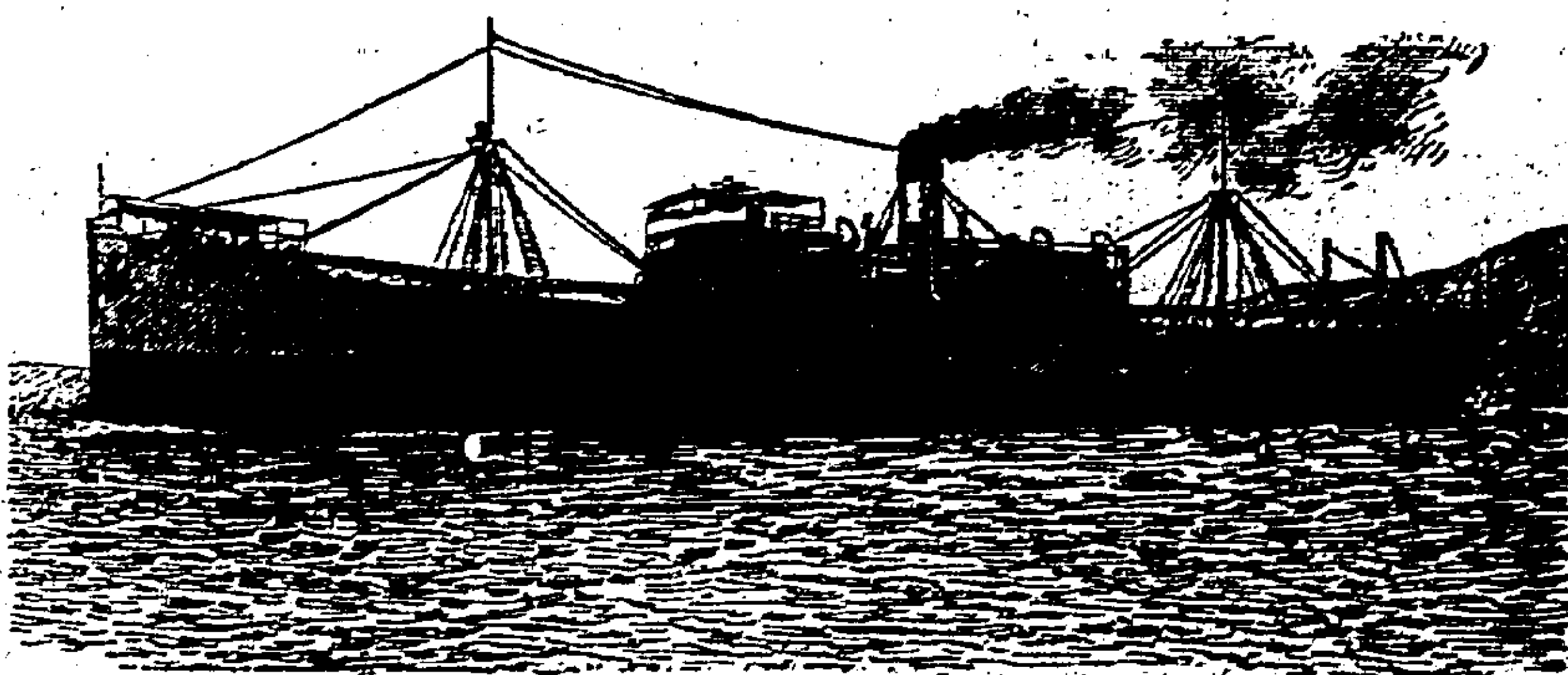
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Tijkembang	Java	23rd Aug.	23rd Aug.	Yokohama.
Tijpanas	Java	27th Aug.	27th Aug.	Haiphong.
Tijkini	Java	30th Aug.	30th Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjissondart	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.

"CANDA MARU" 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Monday, 23rd Aug.

"LEON MARU" Tuesday, 24th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KINJUNI MARU" Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU" (Calling Manila) Friday, 20th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokohama.

"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" Thursday, 26th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	16th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "ECREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

s.s. "HUNCARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS.

VIA SINGAPORE, PENANG & COLOMBO.

s.s. "INNSBRUCK" Sailing on or about 6th September.

s.s. "HUNCARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 29th Aug.

S.S. "HOKUTO M." sailing on or about 14th Sept.

S.S. "SAMARANG M." sailing on or about 5th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 27th Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Ancor Lines, connecting with s.s. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Laisang	Wed., 18th Aug. at 3 p.m.
SHANGHAI	Kwongsang	Thur., 19th Aug. at d'light.
MANILA	Loonesang	Fri., 20th Aug. at 3 p.m.
KOBE	Kumsang	Sat., 21st Aug. at 5 p.m.
TIENSIN	Chipsang	Tues., 24th Aug. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 18th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to
RANGOON, PORTSWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sinking	19th Aug. at noon.
SAMARANG	Taitoo Wan Yi	20th Aug. at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	21st Aug. at 9 a.m.
SHANGHAI & TSINGTAO	Chenan	21st Aug. at 4 p.m.
AMOY, SHAI & PUKOW	Suiyang	24th Aug. at 10 a.m.
SWATOW & BANGKOK	Kanchow	24th Aug. at noon.
MANILA, CEBU & ILOILO	Taming	24th Aug. at 4 p.m.
SHANGHAI	Sunning	26th Aug. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao, weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 18, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. S. Thomson	FRI., 20th Aug. at 2 p.m.
Hailong	W. C. Passmore	TUES., 24th Aug. at 2 p.m.
Hailong	A. H. Stewart	FRI., 27th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	30th Aug.
"HONGKONG"	via Suez	10th Sept.
"BIRMINGHAM CITY"	via Suez	20th Sept.
"CITY OF DUBLIN"	via Suez	1st Oct.
"AJAX"	via Suez	

Calling also at Boston.

Steamers proceed via Suez Canal or Panama Canal per Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

SHIPPING

VESSELS ARRIVED.

The B. and S. vessel CHENG-TU brought yesterday noon 2,205 tons of coal from Hongay.—Mooring B 31.

The s.s. HAIMUN from Haiphong consigned here this morning 350 tons of rice, coal and tinplates.—Mooring C 15.

The LE MARNE yesterday was towed to the harbour from Taskam Island, where she was went aground. She had 800 tons of rice for Hongkong. Three bags of mails were lost.

From Saigon the United States Shipping Board's LAKE FARM, MINGDALE, consigned to the Pacific Mail Steamship Co., came in yesterday with 1,500 tons of general cargo for Hongkong and 2,300 for through ports.—Mooring C 47.

From Baltimore the s.s. GREENLAND, consigned to Messrs. Struthers and Dixon, brought yesterday 600 tons of general cargo for the Colony.—Mooring A 23.

From San Francisco the ELK-SHORN delivered here to-day 600 tons for Hongkong and 450 tons through ports.—Mooring B 35.

The s.s. WEST CADRON, consigned to the Robert Dollar Co., brought this morning from Manila 800 tons of through and 200 tons of direct cargo.—Mooring Kowloon Wharf.

Coal to the extent of 3,064 tons was carried by the M.B.K.'s TOKEI M., which arrived yesterday from Milke.—Mooring B 32.

The N.Y.K.'s AKI M., came in this morning from Yokohama with 484 tons of cotton yarn and sea productions for Hongkong.—Mooring Kowloon Wharf.

The Portuguese vessel SUN-TAK arrived yesterday from Saigon with 1,100 tons of rice for the Colony.—Mooring C 33.

MOVEMENTS OF STEAMERS.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The s.s. ANYO MARU arrived at Yokohama on the 8th instant and will leave on the 15th instant, being due at this port 27th inst.

The N.Y.K.'s KANAGAWA MARU (Liverpool Line) left Kobe for this port via Moji and Shanghai on the 10th August and is expected here on the 20th Aug.

The N.Y.K.'s SADO MARU (European Line) left London for this port via Suez on the 7th August and is expected here on the 16th Sept.

MILLINERY

of Midsummer



This Trailing Effect is the Latest Vogue of Paris with Coq Used Instead of Ostrich



An Enchanting Shade Hat of Dotted Swiss

PHOTOS
BY
JOEL
FEDER



Straw Used in an Unusual Way on this Formal Hat of Black Tulle



A Typical Midsummer Hat of Straw with Ribbon and Embroidered Chiffon

Modes of the Moment.

All the smart women in Paris are wearing little white hats these days. Little hats, not big ones! There are turbans made of white flowers and of white tulle in overlapping folds, and there are dashing little white walking hats with trailing feathers of coq. One of these coq-trimmed models is pictured today and its smartness is very appealing. The hat is of white leghorn with a brim facing of black panne velvet and under the trailing coq plumage is some black coq that echoes the note of black velvet facing on the white hat—a distinctly French touch. A small white hat of this sort gives an air to a tailored frock of white linen—of which there are many in Paris this season when linen is so fashionable. One model is trimmed with soft pompons of white ostrich; another model has a dashing, wired bow of white ribbon—very soft, thick grosgrain ribbon of good width. Still other models have wreaths of little flat white roses all around the crown, and one likable hat is made of narrow white ribbons, stitched together in rows so that the hat is so soft and pliable it may be packed flat in a suitcase.

BIG SHADY HATS PREFERRED.

These dashing little white hats, however, are only a phase of millinery. The average summer hat is big and shady of brim and such hats are really essential at this season, if one values her complexion and her eyes. Nothing makes wrinkles sooner than squinting up the eyes in strong light, and smart as the small hat may be, it offers no protection whatever to the eyes. Two large hats of the summer sport type are pictured and both are from very authoritative milliners. One model is of straw with a bow of velvet and organdy—a very modish summer combination. Odette has made a spot hat of organdy and panne velvet in rows and set a long green feather at one side. The model pictured is of fine black straw faced under the brim with white organdy on which are big embroidered dots in black and the organdy droops over the brim-edge in a deep hem. A crushed strip of embroidered black panne velvet is twisted around the crown and made into a very dashing bow at one side, loops and end projecting over the brim in jaunty fashion and weighing down the hat at that side.

The other sport hat is a particularly lovable affair, made of dotted swiss. Such a simple, girlish hat it is—but oh so becoming with its drooping, frilled brim and low, soft crown! There are scores of these dotted swiss and organdy hats and few women under fifty can resist their allure.

One big hat of pure white organdy has a stunning big bow of black velvet swooping across its front. Another model, of mauve organdy, has a band and bow of purple grosgrain ribbon tied in an equally dashing bow. A pale lavender organdy hat has embroidered pansies all the way round the crown. The dotted swiss hats are seldom trimmed with any other material; their utter simplicity is their special charm and their girlishness is alluring. Sometimes the swiss is pleated into tiny ruffles which edge the brim and also the crown band. One model of this sort, in pale pink dotted swiss has a big bow at the back edged with the narrow pleating. Organdy and swiss hats are expensive because they are so perishable. Unless such a hat is fresh and crisp, with the perfectly new look, it has no charm at all; and nothing is more distressing than a limp, partly soiled hat of this sort with the fabric frills or bow curling up a little as such material will when crumpled.

LILY-OF-THE-VALLEY VOGUE.

Whence sprang the sudden furious favour for lily-of-the-valley on millinery? No one knows, except that a certain French milliner brought out a hat trimmed with these dainty flowers early in the season and the style made a hit. The delicate blossoms with their pale, spiky green leaves are usually arranged in wreath fashion around a big, low crown, the leaves lying out on the brim of the hat and the flowers massing above.

Another lily that has come suddenly into fashion's favour is

PARIS MANNIKINS.

DISPLAYING LINGERIE AND "DESHABILLE."

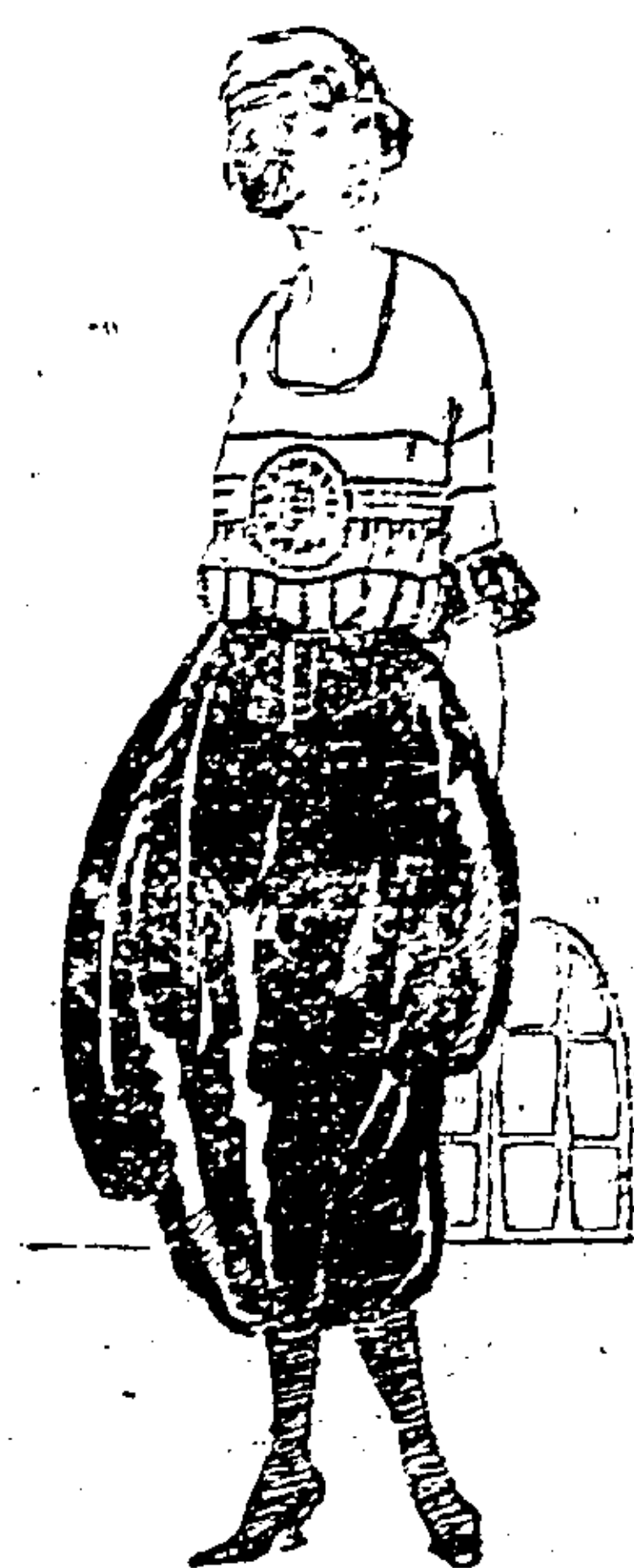
Several of the big shops are extending the utility of mannikins. Up till now the girls have been chiefly employed in showing off new fashions in dresses, but they are now being used in displaying lingerie that is worn by night as well as by day.

The linen sellers, realising the importance of their delicate confections being shown to the best advantage, have now instituted what they call rest-rooms. Here may be seen young women elegantly clad in garments known as deshabille. Others may be seen walking to and fro in pyjamas remarkable for their delicate colouring. The child's mannikin is also now in evidence. Pretty little girls are employed to advertise children's dresses.

the gorgeous tiger lily of the summer fields. The deep, rich red and orange of the tiger lily suits fashion's frenzy for this summer, and these tiger lilies are most effective on black hats. One of today's pictures shows a black dress hat of fine horsehair straw and chiffon with a big, brilliant tiger lily mounted at the front of the crown. The vivid colour of the flower is partially veiled with a drapery of black chiffon. A fetching detail of this hat is the bow of black velvet ribbon placed under the brim at the back—always a youthful effect; for the outstanding ends of the bow, seen from the front suggest a girlish hairdressing.

A very, very smart dress hat is pictured in the model of black tulle which fits like a cap over the hair. The roll-up brim is of tulle and strips of shiny black straw, and though the effect is extreme, it is certainly tremendously smart. A wreath of flat pink roses around the tulle crown gives a charming touch of colour, the rolled up tulle brim softening the vivid tone of the flowers.

TWO-MATERIAL DRESS.



A very baggy flesh coloured Georgette blouse proves its relationship to the black satin skirt by the deep ruffe of satin at the sleeves. There are round jet beads and long jet beads with crystal ones to trim the blouse. Uneven drapings at the sides and a puffed bottom, distinguish the skirt.

are very much in evidence in the exclusive West End shops. It is an idea one associates more readily with cheap jewellery, but the designs are so well carried out that the result is really artistic. They are chiefly worn as "masochists" and are composed entirely of diamonds of varying sizes set in platinum.

JOTTINGS.

WHITE DIALLINE is charming material for the jumper dress which has now become so popular for tennis wear. Sleeves, neck and overblouse hem embroidered in bright-hued wool give a delightful finish to such a simply cut gown.

SOFT-HUED

silken stockings to match the trimmings on her hat are one of the latest whims of the well-dressed Parisienne. Silver-grey, pale shell-pink, soft shades of sage blue and a new shade between a lemon and a cinnamon are particularly favoured at present.

JADE SILK

interwoven with bands of silver metal thread is distinctly pretty for the sports coat and cheeky cap which with odd white skirts are so useful. The very newest sports coats are woven with wide web, so that glimpses of a dainty blouse can be seen through the weavings.

ENTIRELY OF BEADS was a clinging evening cloak seen at the opera the other evening. Sewn firmly on a net foundation, these black and white crystal beads were arranged in effective stripes. Looped fringe of alternating beads formed the rippling collar and wound itself round the scalloped hem of the cloak, which reached just below its wearer's knees.

GRASS GREEN NET is dainty material for an evening gown, especially when worn as a tunic slip over silver tinsel metal cloth. Silver and green leaves and a wide green girdle tasselled with silver were the fitting accompaniments of a delightful gown executed in these materials.

ONLY ONE SLEEVE is given to the very newest evening cloaks. The other side is finished with a long width of the material, which is worn draped over the arm and flung over the opposite shoulder.

THE PAINTED CANE or walking-stick is one of the latest fashionable crazes, and it certainly is very chic and pretty. These canes are plainly painted to the handle, which is of a different colour, with a gold or silver pattern traced on it. Many ladies are having them specially painted to suit special frocks. A charming one recently seen had just been ordered to go with a Japanese blue dress, in Japanese blue with a silver and gold pattern.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS: VI.

The Twins peeping from above saw Scramble Squirrel start to climb the maple tree where he lived, his house being about half way up in a deep rocky hole.

They could see Mrs. Squirrel, too, inside, busily getting lunch, for she was expecting Scramble home that day from Scrub-Up Land. She had put out all the best doilies and had made excellent dessert. It was cooling now in the kitchen—Nancy and Nick could smell it.

Well, Scramble started up the tree but he hadn't gone very far, when he lost his balance and fell down. He tried again, this time getting up a little further; but try as he would, and clutch as he could, down he went again!



Mrs. Squirrel gave a shriek and fainted, the muffins spilling everywhere.

A worried look came over his face, and he mopped his brow with his little red handkerchief. "My!" he gasped. "I do need my tail! I wish I hadn't traded my tail to Ben Bunny for his ears. These long ears of his on top of my head keep pulling me over, and no tail on the back of me makes me feel top-heavy."

"But it's too late now to feel sorry. I can't go back and tell Rubadub, the fairyman, that I don't like the bargain I made. I'll try once again." This time he succeeded and got almost home, for he had decided that he would suddenly pop in and say "Boo!" and surprise his wife.

She was just putting some acorn muffins onto the table when he jumped. "Boo!" said Scramble, forgetting for the minute that he had Ben Bunny's earson top of his head, and he fell at all!

Mrs. Squirrel gave a shriek and promptly fainted, the muffins spilling everywhere. No wonder! It was the first time in her life she had heard of a rabbit climbing a tree.

NOTICES.

AMERICAN EXPRESS COMPANY.

America 1841 Europe 1891.

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WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP GLASGOW NICE
BARCELONA HAMBURG PARIS
BERLIN HAVRE PETROGRAD
BORDEAUX KOBÉ ROTTERDAM
BREMEN LIVERPOOL ROME
BRUSSELS LONDON SOUTHAMPTON
BUENOS AIRES LUCERNE SHANGHAI
CHRISTIANIA MANILLA STOCKHOLM
COBLENZ MARSEILLES TORONTO
COPENHAGEN MONTREAL VALPARISO
GENOA NAPLES YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Taels and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

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THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor
Hotel Mansions.

S.S. "ELKHORN" SAILS FOR

SINGAPORE

20th AUGUST.

For Freight and Particulars Apply to

STRUTHERS & DIXON, INC.

Telephone 3008.

Powell's Building.

BRITISH SEEKING WORK IN

MOSCOW!
The following item of "news"
was received in London recently
through the Russian wireless
stations:— Qualified Britishworkers have arrived in Moscow
from England, the reason for
their coming to Russia being the
lack of work in England. These
British workers will be distributed
among the various works.

WATER RETURN.

Level and Storage of water in
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

1919	1920
Tyiam Level with overflow	0-10 Above overflow
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STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

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STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

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BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.Head Office 11, Gracechurch
Street, London, E.C. 4.Authorized Capital £1,000,000
Subscribed Capital £1,000,000
Paid Up Capital £1,000,000
Reserve Fund £1,000,000

BANKERS.

The Bank of India Ltd.

The London Joint City & Midland Bank, Ltd.

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BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000.

Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI

TIENTSIN

MANILA

PEKING

HANKOW

CANTON

CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts
and Fixed Deposits in Local Currency, U.S. Dollars,
Sterling or Francs.American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.D. M. BIGGAR,
Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Pre-
sidential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)Authorized Capital \$50,000,000.00
Paid up Capital 12,378,800.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21
Connaught Road Central. Branch-
es and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.London Bankers—The National
Provincial and Union Bank
of England, Ltd.New York Bankers—Irving
Trust Company.Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.Every description of Banking
Business transacted.

POST OFFICE.

Holders of private letter boxes are warned against the practice of using keys not issued by this Department. In addition to the locks caused by the use of privately made keys there is the further danger that such keys may easily get into the hands of unauthorised persons.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Manila and Australia Per TANGO M. 19th Aug.
Straits—Per KHIVA. 19th Aug.
Shanghai and Japan—Per KANAGAWA M. 20th Aug.
Straits—Per NAGATO M. 20th Aug.
Europe (via Negapatnam)—Per CARNARVONSHIRE 22nd Aug.

OUTWARD MAILS.

TO-MORROW.
Swatow—Per HYDRANGEA. 19th Aug. 4 p.m.
Shanghai and North China—Per SINKIANG. 19th Aug. 10 a.m.
Straits, Bangkok, Egypt, Europe via Liverpool—Per ALCINOUS. 19th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.
Philippine Islands, Australia, and New Zealand, via Thursday Island—Per AKI MARU. 19th Aug. Reg. 8.45 a.m. Letters 9.30 a.m.
Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Nagasaki Canada, United States, Central and South America & Europe via VICTORIA B.C.—Per AFRICA MARU. 19th Aug. Reg. 5 p.m. 20th Letters 8.30 a.m.

FRIDAY, 20TH AUG.
Japan via Yokohama—Per TUILEBOET 20th Aug. 10 a.m.
Japan via Kobe—Per WEST CADRON. 20th Aug. 3 p.m.
Java and Port Moresby via Samarang—Per TAIKOO-WANYI. 20th Aug. 3 p.m.
Japan via Nagasaki—Per TANGO MARU. 20th Aug. 3 p.m.
Saigon—Per PHEUMPENH 20th Aug. 3 p.m.
Philippine Is.—Per LOONG-SANG 20th Aug. 2 p.m.
Swatow, Amoy and Foochow—Per LOONG. 20th Aug. 1 p.m.

Shanghai, N. China and Japan via Moji—Per KHIVA. 20th Aug. 10 a.m.
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt and Europe via Marselly—Per AMAZON. 20th Aug. Reg. 2.45 p.m. Letters 3.30 a.m.
Java via Kobe, Canada, United States, Central and South America, & Europe via VANCOUVER B.C.—Per IXION. 20th Aug. Reg. 1.45 p.m. Letters 2.30 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt and Europe via Marselly—Per KALYAN 20th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.

SATURDAY, 21ST AUG.
Hobow, Pakhoi & Haiphong—Per KAIFONG. 21st Aug. 8 a.m.
Shanghai and North China—Per CHENAN. 21st Aug. 3 p.m.
TUESDAY, 24TH AUG.
Swatow and Bangkok—Per KAUCHOW. 24th Aug. 11 a.m.
Swatow, Amoy & Foochow—Per HAIHONG. 24th Aug. 1 p.m.
Amoy, Shanghai & North China—Per SUI YANG. 24th Aug. 9 a.m.
Philippine Is.—Per TAMING. 24th Aug. 3 p.m.
Shanghai, N. China, Japan via Kobe—Per TAMBA M. 24th Aug. 10 a.m.

THURSDAY, 26TH AUG.
Shanghai and North China—Per SUNNING. 26th Aug. 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt and Europe via Marselly—Per SHID-ZUOKA M. 26th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 27TH AUG.
Swatow, Amoy and Foochow via Keelung—Per KAIJO M. 27th Aug. 11 a.m.
Swatow, Amoy and Foochow—Per HAICHING. 27th Aug. 1 p.m.

VISITORS AT HOTELS.

PEARL HOTEL.
Corrected to 14th August, 1920.
Capt. Archer Mr. and Mrs. R. Hunter
Mr. and Mrs. A. Hunter
E. Ashton Mr. and Mrs. J. K. Jolly
R. E. O. Bird R. W. Lee Jones
R. Blacking R. W. Lee Jones
Mr. and Mrs. D. Sir Elia Kadoorie
K. Blair H. C. Kasperse
Mr. and Mrs. Mr. Konkolevsky
R. Blair H. C. Kasperse
G. G. Bridger J. B. Lamburn
J. G. Bridger J. D. Lloyd
Capt. and Mrs. R. S. Logan
Carson H. C. Macnamara
Maj. and Mrs. J. P. J. Mainland
L. Carter Mrs. McInnis
G. F. Caville Capt. H. S. Mills
Mr. and Mrs. J. Capt. Monteith
W. Church Mr. and Mrs. G. Morgan
Mr. and Mrs. E. Vol. L. A. Nichol
Cockburn
C. H. Cole H. H. Nott
C. F. Cooper E. M. Paul
Mrs. Cormack Mrs. Proton
Mrs. Coxon E. B. Potter
B. Crowley J. S. Robinson
D. C. H. Cully J. W. Roger
D. F. Cuthill Maj. and Mrs. L. J. Davies
L. J. Davies
E. Com. W. C. E. Sandstrom
Dawson O. F. Savage
N. R. Dick Mr. and Mrs. W. Schofield
J. J. Dick Mrs. T. P. Shanahan
Mr. and Mrs. John Duncan
A. W. Eastman A. Findley Smith
G. E. Elms H. Spicer
G. Eveleigh Mrs. and Miss Strabbing
A. V. Farmer J. F. Swindell
J. Farmer J. F. Swindell
Lt. Col. M. Green Mr. and Mrs. S. J. Srett
A. Hale Miss Taylor
B. C. Hale T. Tobiasen
D. Hall Maj. Gen. F. S. Hanke
Mrs. L. Hansen H. H. Webster
Maj. Harding Mr. and Mrs. G. E. Weil
C. J. R. Hellstrom G. E. Weil
A. H. Hollingsworth A. Wilkinson
Mr. and Mrs. H. P. Williams
C. E. Holmes Mr. and Mrs. Winfield
H. O. Hope Marshall Wood
Mr. E. Howard Maj. R. A. Young

HONGKONG HOTEL.
Corrected to 15th August, 1920.
J. W. Anderson Mr. and Mrs. E. Kewley
Mr. and Mrs. E. Kewley
J. Barr J. N. Kruseman
H. G. Bateman M. Kruseman
Mrs. E. R. Bellhouse Dr. M. C. Lister
Mr. and Mrs. Mr. and Mrs. C. H. Benson
C. H. Benson C. Lauritzen
Mr. and Mrs. Dr. A. Legendre
S. Biazey Miss H. L. Lister
Mrs. G. B. Lister
Mr. and Mrs. A. H. Lister
J. M. Brady Dr. H. Macdonald
P. Brady Maj. N. Macleod
F. Boman C. P. Marcel
P. H. Byers Dr. O. Marriott
A. C. Carrasco C. W. Martyn
Capt. R. S. C. Mr. and Mrs. A. E. Muller
P. D. Chandler W. P. Nelson
N. Crocker Capt. L. F. Pea
J. Dewar Capt. L. F. Pea
A. W. Eves Miss N. E. Pea
Mr. and Mrs. S. S. Perry
Engr. Capt. S. P. Perry
Ferguson H. E. Pond
A. Fischbacker Capt. A. H. Porter
J. S. Gardner Mr. and Mrs. E. R. Ruff
H. J. Greenwell E. Ruff
J. R. Hall W. G. Robbins
Mr. and Mrs. J. T. King-Salter
T. H. Hall J. B. Sparks
Mr. W. A. H. Hall
Mr. and Mrs. E. M. Stott
Deverell-Henry E. Van Tiesse
E. V. Hickey
F. R. Hill Mr. and Mrs. C. P. Temple
U. K. Hockaday
Governor W. P. Tait
Hunt W. E. Tuttle
P. H. Hyman A. Tuttle
T. S. Jaccard J. B. Van Wagon
Mrs. F. B. Jones
Capt. Mrs. E. L. Miss I. Weinberger
Jones
T. M. Joseph Mr. and Mrs. E. J. Weir
Mr. and Mrs. E. J. Weir
E. E. Judd Col. and Mrs. E. R. Julian
N. R. Karamia G. J. Wood
D. Kemp

KING EDWARD HOTEL.
Corrected to 15th August, 1920.
Mrs. R. Almond child
Mr. and Mrs. A. Lewis
Arratoon Mrs. Lovegrove
Mr. and Mrs. E. Malino
Mr. and Mrs. Mr. Manuk
Baskett Capt. T. Medina
J. R. Bayher A. Morris
T. H. Bayher D. J. Murphy
W. Budge Mrs. J. F. Nichol
A. R. Burt T. Pala
Master Choi Shing W. E. Palmer
Hoi Shing Mrs. Passmore
H. Clarke J. W. Pritchard
J. G. Coomes Mrs. A. Robertson
P. T. Farrell Mr. Robscheet
Miss Farrell Mr. and Mrs. R. H. Folgate
D. Forrest Dr. Mrs. A. B. Souza
Mr. and Mrs. A. de Souza
A. Fothergill Mr. and Mrs. H. L. French
H. L. French Southernton
A. L. Fry Mr. and Mrs. A. Stewart
Mr. and Mrs. A. Taylor
Harrison Mr. and Mrs. C. S. Hynes
C. S. Hynes Underwood
J. J. Johnston A. L. Waters
Mrs. Kelmaz G. E. Wotton
Mr. and Mrs. S. Yokoyama
W. H. Kerr G. Young
Mrs. J. Kilbee

PASSENGERS DEPARTED.

Per s.s. "MONTEAGLE"—Mr. W. E. Crowe, Mrs. B. Cole, Mr. W. S. Chadwick, Mr. Jas. Coonan, Mr. Math. Davis, Mr. John Evans, Lt. John H. Forshaw, Mr. E. V. Hickey, Mr. Ed. Klein, Miss W. B. Lowther, Mr. Jas. Mason, Miss Bertha Meyer, Dr. and Mrs. C. W. Mason, Major N. McLeod, Mr. L. McRill, Mrs. Nordon, Miss L. M. Owen, Mrs. G. and Miss E. Quinn, Rev. H. C. Rees, Miss G. M. Bazarat, Sister Mary Sylvia, Miss H. J. Stockton, Mr. Wm. J. Sawyer, Mr. D. B. Sparks, Misses H. J. M. and B. Tremersma, Mr. W. E. Tuttle, Major and Mrs. K. A. Tideman, Misses L. and M. Tideman, Dr. and Mrs. Thompson, Lt. Col. and Mrs. E. S. Wheeler.

WEATHER REPORT.

Aug. 18d. 13h. 10m.—No returns from Japan and Vladivostok. Pressure has decreased moderately at Haiphong, and slightly at other reporting stations. The trough remains stationary and a depression has developed in the western extremity i.e. over Tonking.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.65 inch. Total since January 1st, 75.91 inches, against an average of 60.71 inches.

FORECAST FOR THE 24 HOURS.

ENDING AT NOON TO-MORROW.
District Forecast.
1 Hongkong to Gap Light westerly or variable winds, probably freshening later from S. or S.E.; cloudy, rain.
2 Formosa Channel N.E. winds, moderate.
3 South coast of China between H.K. & Hainan. The same as No. 1.
4 South coast of China between H.K. & Hainan. The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, Aug. 18.

METEOROLOGICAL.

Barometer 29.69 29.65 29.64
Temperature 79 78 78
Humidity 95 95 91
Wind Direction SW. CALM
Wind Force 1 0 1
Weather 0 0 or
Rain 1.86 0.00 0.13
Highest open air temperature on the 17th 82
Lowest open air temperature on the 18th 73
H.K. Observatory, Aug. 18, 1920.
C. W. JEFFRIES, Director.

St. George's Hotel.

Corrected to 14th August, 1920.
A. Blackett I. J. Lousias
Mr. and Mrs. R. P. M. Madden
Boye Mr. and Mrs. C. W. Mason & children
Miss J. Brooks Master James
Leant J. J. Master
Bryant, R. E. Master
Mr. and Mrs. Ben Master
ton C. Byrd Master
Miss Carme Master
Henry Crosby Mr. and Mrs. W. H. McHugh & daughters
F. F. Farthing 2 daughters
Miss C. Fontaine W. McKenzie
Miss Foster G. Melbis
Miss Garrison C. L. Packe
Mr. and Mrs. Miss M. Raak
Hamilton & 3 Thos. Rennett
children Arthur W. B.
Mr. and Mrs. Mrs. E. M. Rudy
I. L. Hess Dr. and Mrs. H. R. O. Jaffray
Miss N. E. Jones H. Scott
Miss Kenyon Mrs. H. Tarby
A. Kirk Miss Tonkin
Miss B. Lee Miss Turley
W. J. Leverett John Wilkie
J. R. Lloyd E. P. Wolters

CARLTON HOTEL.
Corrected to 10th August, 1920.
3. Arana Mr. and Mrs. Liveridge
J. de Acuna J. J. Moe
Capt. W. Bahr H. W. Moe
Dr. L. Boorg Dr. and Mrs. M. L. E. Bowman
Miss E. Bowman
Mrs. F. E. Cameron
John L. Dirby E. Noonan
Mrs. Fletcher and E. Saliary
children Mr. and Mrs. Sullivan and family
J. Fredrique Sullivan and family
H. Garcia Mr. and Mrs. Thorne & Son
F. Garcia B. Tiglac
O. W. Graves
O. W. Krndt W. B. Wilson Jr.
J. L. Lousias

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.
H.K. & S. Banks b. 600
Marine Insurances.
Cantons s. 390
North China s. 160
Unions s. 175
Yangtzes n. 23
Far Eastern n. 19
Fire Insurances.
China Fire n. 123
H. K. Fire b. 316
Shipping.
Douglases s. 81
H.K. Steamboats s. 23 1/2
Indos (Prof.) n. 18
Indos (Def.) L. R. s. 210
Shells b. 135 1/2
Ferries b. 24 1/2
Refineries.
Sugars b. 238 sa. 238 1/2
Malabons n. 55
Mining.
Kallans b. 95 1/2
Langkato b. 15 1/2
Shanghai Loans b. 15 1/2
Ranhs s. 130
Tronchs s. 35 1/2
Ural Caspians n. 27 1/2
Docks, Wharves, Godowns, &c.
H.K. Wharves b. 85
K. Docks s. 150
Shai Docks b. 125
N. Engineerings n. 229
Lands, Hotels & Buildings.
Centrals b. 103
H.K. Hotels b. 125
L. Invest. b. 112
H. phreys Est. b. 730
K. Loan Lands b. 31
L. Reclamations n. 140
West Points b. 51
Cotton Mills.
Ewes n. 1.560
Kung Yika n. 1.52
Lan Kung Mow n. 1.52
Orientals n. 1.52
Shai Cottons n. 1.270
Yangtzepeeps n. 35
Miscellaneous.
Cements b. 7 1/2 sa. 7.55
China Borneo b. 7.30 n. 5 1/2
Do. Light old b. 7.30 n. 5 1/2
China Providents b. 7 1/2
Dairy Farms n. 22
Electrics H.K. n. 18 1/2
Electrics Macao b. 30
Hongkong Ropes s. 22
Hk. Tramways n. 5.80
Peak Trams old b. 5.10
Do. new n. 6.00
Steam Laundries s. 4 1/2
Steel Foundries n. 10
Water-bosks b. 14
Walsons b. 5.85
Wm. Powells b. 11 1/2
Wiseman b. 35
Bk. East Asia b. 135
H.K. Fires b. 135
Centrals b. 135

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.
T/T Demand 4/3 1/2
30 d/s 4/3 1/2
60 d/s 4/4
4 m/s 4/4 1/2
T/T Shanghai Nom.
T/T Singapore 185
T/T Japan 152 1/2
T/T India Nom.
Demand, India Nom.
T/T San Francisco 78 1/2
& New York
T/T Batavia 221
T/T Marks Nom.
T/T Francs 107 1/2
Demand, Paris —
BUYING.
4 m/s L/C 4/5 1/2
4 m/s D/P 4/5 1/2
6 m/s L/C 4/6 1/2
30 d/s Sydney and Melbourne 4/6 1/2
30 d/s San Francisco & New York 80
4 m/s Marks Nom.
4 m/s Francs 113 1/2
6 m/s Francs 113 1/2
Demand, Germany —
Demand, New York 78 1/2
T/T Bombay Nom.
T/T Calcutta Nom.
Demand, Calcutta 159 Nom.
Demand, Manila 185
Demand, Singapore 185
On Haiphong Nom.
On Saigon Nom.
On Bangkok 49
Sovereign 455 Nom.
Gold leaf per Tael 33 1/2
Bar Silver, ready 59 1/2
forward 60
Bank of England rates 7 1/2
New York/London 3 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces \$1/10 dis.
10 " \$1/10 dis.
5 " \$3/5 dis.
Canton subcoins \$10 2 1/2 dis.

NOTICES.

MITSUBISHI SHOE KAISHA, LTD.
(MITSUBISHI TRADING CO. LTD.)
COAL, GENERAL IMPORTS AND EXPORTS.
Agents for SAKITO COAL.
HEAD OFFICE, TOKYO.
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15th to 22nd Aug. 1920.

Day	High Water	Low Water	High Water	Low Water
Mon. 15	11 47	7 2	11 43	7 4
Tue. 16	11 59	6 57	11 55	7 29
Wed. 17	12 17	6 55	12 13	7 24
Thur. 18	12 32	6 58	12 28	7 23
Fri. 19	12 44	6 58	12 40	7 26
Sat. 20	12 53	6 57	12 49	7 28
Sun. 21	1 0	6 57	1 0	7 31
Mon. 22	1 0	6 58	1 0	7 31
Tue. 23	1 0	6 58	1 0	7 31

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